

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 222.—Vol. IX.]

LONDON: SATURDAY, NOVEMBER 23, 1839.

[PRICE 6D.]

PUBLIC COMPANIES.

MEETINGS.

CORNUBIAN LEAD AND SILVER MINE, in the parish of Perranzabuloe, county of Cornwall.—The directors hereby give notice, that the HALF-YEARLY GENERAL MEETING of the shareholders in the above Mine, will be held at the London Inn, Devonport, on Monday, the 10th of December next, at Twelve o'clock at noon, to pass accounts, and to take into consideration the affairs of the Mine; also to determine upon such measures as may be deemed expedient for its future working. Shareholders who attend the Meeting will be expected to produce their scrip certificates.

By order of the board of directors,
ROBERT LAWS, Secretary.

ROYAL POLBEROU CONSOLS MINING COMPANY.—A MEETING of the shareholders will take place at our office, No. 6, John-street, Adelphi, London, on Monday, the 24th of December next, at Twelve o'clock at noon precisely, to take into consideration the course to be adopted in consequence of the legal proceedings commenced by the Equitable Mortgagees. All shareholders are earnestly requested to attend.—Dated the 21st day of Nov., 1839.
ANNESLEY and READE, Solicitors to the Company.

ST. JOHN DEL REY MINING COMPANY.—A SPECIAL HALF-YEARLY GENERAL MEETING of the proprietors of this company will be held at the company's office, on Saturday, the 10th instant, at Two o'clock precisely.
GEORGE D. KEOGH, Sec.
8, Tokenhouse-yard, Nov. 18.

EASTERN COAST OF CENTRAL AMERICA COMMERCIAL AND AGRICULTURAL COMPANY.—A GENERAL MEETING of the proprietors will be held at the Jamaica Coffee-house, on Monday, the 25th instant, at One for Two o'clock. The chair will be taken at Two o'clock precisely.
By order, PHILIP D. SOUPER, Sec.

WANTED TO PURCHASE, a few HOLMBUSH MINING SHARES. Address "A. Z." (post paid) Deacon's Coffee house, Walbrook, stating lowest terms.

PATENT METALLIC ZINC PAINT.—In offering to the public the Patent Metallic Zinc Paint, the proprietors deem it right to submit the following brief observations on the advantages attendant its use, and the various purposes to which that article may be applied.

The difficulty of obtaining a pure Metallic Zinc, except at a very high price, is a fact which will be generally admitted; and if, therefore, that a pure article of this nature can be rendered at a price not exceeding two thirds that now paid, while the quality is pure, and in every respect unexceptionable, it is to be presumed that an article of this description requires only to be introduced to ensure its general use for those purposes to which other more costly Metallic Paints are now applied. With the view of facilitating, as far as practicable, the introduction and use of the Metallic Zinc Paint, the Proprietors have established their works in a situation which at once commands the home and foreign markets, with a due regard to economy in the transit of the article, the works being situated as to afford equal advantages to the merchant or consumer, whatever (with few exceptions) may be the locality in which he is situated, while every opportunity is afforded of shipping the article to foreign parts, at a comparatively low charge.

It has long been considered a desideratum to obtain Zinc in a state of division, so that it might be applied as a pigment, but up to the present time such has never been obtained in a perfect form, and in such cases only at a price too costly to warrant its manufacture. This has been felt for some years, and various attempts have been made, more or less successfully, to manufacture a substance, or paint, capable of producing a galvanic action. The Proprietors of the Patent having fairly tested the Metallic Zinc Paint manufactured by them, at their works, are now enabled most confidently to state that they are capable of producing so perfectly an atomic and impalpable powder of Zinc, at a cost so moderate, as must undoubtedly supersede the use of all other Paints.

The advantages possessed by the Zinc Paint will be most esteemed and appreciated by Engineers having the construction of Bridges, Machinery, Railways, and other structures, which require preservation, more particularly Iron, and other work subject to oxidation or rust, or to the destructive effects of the atmosphere. A peculiarity this paint possesses over others, is that of retaining its Colour, it having been submitted to sulphurous vapours without the slightest effect being observable.

The colour is that of a clear lead, or it may be had perfectly white, and thus in its admixture with other colours, or used alone, from its moderate price—being, as already observed, one third less than that paid at the present time—no question can arise but that its use must be very great, while the very circumstance of retaining its colour, and not being subjected to those changes which White Lead undergoes, renders it an article of infinitely greater value, from its resistance to the action of the atmosphere, and, consequently, of a more permanent nature.

On these advantages it is unnecessary to dwell; and as the Paint has been fairly tested, and measures are now being taken for its adoption by Government, and several Public Bodies, while many of our first Chemists and Engineers are about introducing it, with the view of giving it a fair trial, and reporting on its merits, it may be presumed that it will be received with perfect confidence, and with every prospect of its general adoption. The very considerable Reduction in its Cost, not to advert to the peculiar advantages, as a Metallic Paint, which it possesses, being a matter for the consideration of the Merchant, the Engineer, the Builder, and indeed the Public at large.

Wherever Galvanic Action is required, with the object of Protecting Iron, &c., from Corrosion or Oxidation, the Blue Zinc Paint should be used. In all other cases, where it would supersede the use of White Lead, then the White Paint.

The Agents for the Sale of the Patent Metallic Zinc Paint, in the several towns throughout the United Kingdom, as also Abroad, will be announced as soon as the arrangements are perfected; and, in the interim, all Communications are requested to be addressed to Mr. HENRY ENGLISH, No. 37, New Broad-street, London, who will furnish any other information that may be required; to Mr. E. DEULOS, Clyne-wood Metallurgical Works, near Swansea; or to Messrs. REEVE and SONS, the London Agents, No. 150, Cheapside, to whom all orders should be furnished for the supply of the article.

THE THAMES TUNNEL IS OPEN TO THE PUBLIC every day (except Sunday), from Nine in the morning until dark. Admission One Shilling each. Entrance near the Church at Rotherhithe, on the Surrey side of the River. The Tunnel is brilliantly lighted with Gas, and is now completed to within 180 feet from the Wharf-wall, Wapping.

By order, J. CHARLIER, Clerk to the Company.
Thames Tunnel Office, Walbrook-buildings, Walbrook, Nov.

THE NEW SCIENTIFIC, LITERARY, AND DRAMATIC NEWSPAPER, Published every Saturday Morning, at Seven o'clock, price 8d. (stamped); also, in Monthly Parts, with the magazines. (Parts I. to III. are now ready).

THE INVENTORS' ADVOCATE, AND PATENTEE'S RECORDER; A WEEKLY BRITISH AND FOREIGN MISCELLANY OF INVENTIONS, DISCOVERIES, AND THE FINE ARTS.

SELECTED REMARKS OF THE PRESS: "The 'Inventors' Advocate' is a new weekly contemporary, embracing a very wide field of arts, sciences, and literature. Its principal feature is the record of patent inventions, both domestic and foreign. This will be a most useful guide to projectors and inventors; and any suggestions to improve our patent laws are also very desirable."—*Literary Gazette*.

"A new periodical, entitled the 'Inventors' Advocate,' has just been published by Mr. Kidd, of Tavistock-street, Covent-garden. We think the design a good one, and wish the publication every success. As it is intended to be a Weekly British and Foreign Miscellany of Inventions, Discoveries, and the Fine Arts, it will more particularly apply itself to inventors, patentees, and patrons of the arts; but as it also contains the usual characteristic features of a literary paper, it cannot fail of being interesting and attractive to the public in general. It purports to afford an efficient medium of communication between inventors, patentees, capitalists, and the public at large—calculated at once to do justice to the inventive genius of all nations, and to elicit the stores of innate intelligence and capacity, which lie hidden or neglected from a deficiency of patronage or of fostering protection, or a mere want of funds. The 'Inventors' Advocate, and Patentee's Recorder,' is not designed to be of an ephemeral nature, but to form a work of constant reference, having relation to all inventions and discoveries, and being conducted on a plan which will at once save much labour and research to an inventor, and guarantee a safe outlay to the capitalist. A work of this nature is certainly still a desideratum, and we have no doubt that this new periodical will ably and efficiently supply it."—*Coventry Journal*.

"In addition to its more immediately-avowed features—science, inventions, discoveries, and the fine arts—this paper will rank high as a literary journal. Its criticisms on the drama are masterly, bold, forcible, honest, and mainly. Praise and censure are awarded with the nicest discrimination, and every justice is rendered both to managers and actors. 'To be honest,' says Will. Shakespeare, 'as times go, is to be one man picked out of ten thousand'; and certainly an honest theatrical critic is a rare animal in the days we live in."—*Weekly Chronicle*.

"This is quite a novelty in the scientific world; but it is a most useful and agreeable society, and one whose appearance will be hailed with a cordial welcome by some thousands of practical men, whose interests, hitherto, have been only partially and imperfectly represented."—*Globe*.

London: published for the proprietors, every Saturday morning, at Seven o'clock, by W. Kidd, 7, Tavistock-street, Covent-garden.

JOHNSON AND LITTLEJOHN announce to their Friends and the Public, that they have arranged with the following most respectable houses for the SALE of their various productions:—

The VARTOG IRON COMPANY, South Wales—Strong Welsh Pig Iron, Bar Iron, Rails, &c.
ALISON, MERRY, and CUNINGHAME, Cambrose Iron Works, near Glasgow—Strong and very superior Scotch Pig Iron.
The YNISCEDWYN IRON COMPANY, near Swansea—Pig Iron, of extraordinary strength and fluidity, smelted under GEORGE CRANE'S patent, with Anthracite Coal.
PEEL, WILLIAMS, & PEEL, Manchester—Locomotive and other Engines, &c.
PETER STUBBS, Warrington—Steel, Lancashire Files, and Tools.
THOMAS TURTON and SONS, Sheffield—Every description of Steel and Machine-cut Files. And respectfully solicit orders.
TRAFFORD CHAMBERS, SOUTH JOHN STREET, LIVERPOOL, November 7.

WELLINGTON IRON WORKS, SUNDERLAND.—WILLIAM NICHOLSON and SONS, IRON MERCHANTS, CHAIN & ANCHOR MANUFACTURERS, SHIP SMITHS, &c., take this opportunity of acknowledging with respect the encouragement that their establishment has experienced for a period of thirty years; and they now have to inform their friends and the public, that they have erected

A CAST-IRON AND BRASS FOUNDRY, with Mill-wrights' Shops, contiguous to their other works, and have selected efficient workmen to enable them to execute orders in every branch of their business on a large scale, with punctuality and dispatch.
* * * * * Ships' Heavies, Patent and other Windlasses, Pumps, Double and Single Purchase Winches, House Pipes, Stoves, with every article in Shipping, Machinery, &c.—Wellington Iron Works, Sunderland, Oct. 31.

TO COAL-OWNERS, MINERS, RAILWAY CONTRACTORS, EXCAVATORS, &c.—HALL'S PATENT HYDRAULIC WHEEL, or WATER ELEVATOR.—By this simple, efficient, and economical invention, which has many advantages over pumps of every description, water is raised and discharged in a uniform and continuous stream, at any required elevation. The work produced, in proportion to the power applied, is much greater than in the case of the ordinary pump of the best construction. The apparatus is now at work on the premises of Messrs. Eveleigh and Neave, Greengate, Salford, where it may be inspected any day, from nine to ten o'clock in the morning, and from three to four in the afternoon; also at Mr. Edward Hall's, Sunny Bank, Ordsall-lane, Salford; and at the Tunnel, on the Manchester and Sheffield Railway, at Salfordbrook. A working model can be seen at the King's Arms, King-street, Manchester, where Mr. Hall will give every requisite information.

THE PATENT SAFETY FUSE.—FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

MINE MATERIALS.

MR. TIPPET respectfully notifies that he is instructed to SELL, by PUBLIC AUCTION, on Monday, the 29th day of November inst., and following days, at Eleven o'clock in the forenoon of each day, at SOUTH POLGOOTH MINE, in the several parishes of St. Ewe and St. Mewan (near St. Austell), in the county of Cornwall, the following MINING MATERIALS, viz.:—

A STEAM-ENGINE, 35-inch cylinder complete, with a boiler about 14 tons, and a 24-head steam connected; 3 bobs, 1 capstan and shears, with a capstan rope 32 fathoms iron rod 21-inch round; 30 fathoms ditto 11-inch round; 30 fathoms ditto 2-inch by 1/4 ditto, with pendulums and shears; 65-fathom bucket, and other iron rods 14, 12, and 18 round; eighteen 9-feet 9-inch pumps; thirty-two 5-feet 8-inch ditto; two 4-feet 8-inch ditto; 5 windbores of different lengths to match; two 9-feet 4-inch working pieces; three 9-feet 7-inch ditto; one 6-feet 9-inch black-door piece; one 6-feet 8-inch ditto; one 31-feet 5-inch ditto; two 21-feet 8-inch ditto; one 6-feet 8-inch plunger case, with stuffing-box and glands; two 9 and 10-inch H pieces; two 2 and 9-inch plunger-poles; 47 fathoms of 6 and 7-inch wood rods, with plates and bolts; 4 horse-whims, with sheaves, kibbles, &c.; 3 smiths' bellows; 3 anvils; smiths' and miners' tools; railroad and other iron; railroad saddles; 2 iron waggon, staples and glands, sheaves of different sizes, 3 whim-rope, bucket and other lashings, old junk, tin kelves, racks, biddles, and other dressing tools; launders, air-pipes, ladders, barrows, sheds, and a large quantity of timber, and other useful mining materials.

The above materials are almost new, in the very best condition, and the auctioneer particularly invites the attention of Mine Agents and the public in general thereto.—For a view thereof, apply to Captain John Evans, on the mine; and for further particulars (if by letter, postage free), at the office of the Auctioneer, Pydar-street, Truro.—Truro, Nov. 5.

VALUABLE INVESTMENT.

On Wednesday, the 27th day November inst., at Twelve o'clock at noon, at the Clarendon Rooms, South John-street, Liverpool, subject to the conditions of sale then to be produced,

ALL those WORKS, known by the name of the GREAT WHEEL PROSPERITY TIN MINING AND CHINA-CLAY WORKS, situated in the approved Tin and China-clay districts, between St. Austell and Roche, in the county of Cornwall, together with the right of digging, delving, and searching for and getting Tin and Tin Ore, China-clay, and all other ores, Metals, and Minerals, extending over between 600 and 700 acres in the neighbourhood of the well-known profitable mine called Beam, and several others.

The China-clay works and grounds are held under leases from Lord Palmouth and Francis Polkington, Esq., at small reserved rents and moderate dues; the one from Lord Palmouth for seventeen years, from the 25th March, 1838, and the other from Mr. Polkington for twenty-one years, from the 24th June, 1835.

The leases of the mineral property are for twenty-one years, from the 16th November, 1835, and the 6th August respectively, and the dues moderate.

The China-clay works are in full operation, and are capable of raising and making almost any quantity of clay; 1500 tons have been produced this season with very little exertion.

A considerable sum has been expended in the necessary erections and formation of pits, sheds, linways, levels, &c., and there is a good stone house on the premises, with all necessary erections for carrying on the works.

The mines are within a short distance of Bodmin.

For further particulars apply to Mr. William Cock, Jun., the captain on the mine; Mr. Whinnerah, accountant, Lord-street, or to Messrs. Miller and Peel, solicitors, Harrington-street, Liverpool; and at which place a map may be seen.

SUNDRY STEAM-ENGINES FOR SALE, BY PRIVATE CONTRACT.—viz.:

One 61-inch Cylinder ENGINE, without Boiler.
One 26-inch do. do.
One 26-inch do. do.
One 18-inch do. do.
One 26-inch do. do.

And sundry MINE MATERIALS.
Application to be made at the office of the late Thomas Teague, Esq., or to Capt. Wm. Tonkin, Redruth.—Dated Redruth, Nov. 5.

TO BE SOLD, by Private Contract, One 63-Inch Cylinder ENGINE, with Iron Beam and Condensing Work complete, and one or two Boilers. One 46-inch Cylinder ENGINE, Iron Beam and Condensing Work, without Boiler. One 21-inch Cylinder ENGINE, without Boiler. A large quantity of Pumps, Working Barrels, H and Clock-seat Pieces, Windbores, and a great variety of other Mining Materials.—Apply to Captain W. Richards, Great Wheel Fortune, near Marazion.—Dated October 16.

RAILWAY MAGAZINE, and COMMERCIAL JOURNAL.

—This Work, which has attained the greatest celebrity for the value of its articles, and its uniform success in all cases it has advocated, will now be published weekly, price 18pence, and go post free. The first number was published on the 17th August, consisting of twenty-four closely and handsomely printed pages. It is intended to contain full and accurate reports of all railway and joint-stock meetings; accounts of new companies, banks, mines, assurances, canals, docks, times and fares of all railway trains throughout the kingdom; prices of stocks, shares, gold, silver, cotton, corn, wool, general, mechanical, and scientific intelligence, &c. &c. Orders received by all news-agents, and at the office, No. 3, Red Lion-court, Fleet-street, London. Agents for the paper, and for receiving advertisements, in Liverpool, Arnold and Sons, Post-office-place; Manchester, Lewis, Market-street; and Birmingham, Massey and Co., 21, Union-street.

PUBLIC DINNER AND PRESENTATION OF A SERVICE OF PLATE TO ROBERT STEPHENSON, ESQ.

On Saturday evening, the 16th inst., Mr. R. Stephenson was entertained at a public dinner at the Albion Tavern, Aldersgate-street, when a very magnificent service of plate, valued at upwards of 1250 guineas, was presented to that gentleman. The plate had been subscribed for by railway contractors (the subscription being limited to that class, and the amount to 5l. from each person), in token of their respect and esteem for Mr. Stephenson's private and professional character and conduct, in bringing to completion the London and Birmingham Railway. The dinner was attended by about 300 gentlemen, including several eminent engineers, architects, railway contractors, iron masters, and gentlemen connected with railway undertakings. So great was the influx of visitors from Lancashire and the other manufacturing districts who were anxious to be present on this interesting occasion, that the great room of the Albion was crowded in every corner, and a numerous party of gentlemen were provided with dinner in an adjoining room.

The chair was taken by WILLIAM ROUTH, Esq., supported on his right and left by Messrs. Robert and George Stephenson (son and father).

After the usual loyal and patriotic toasts, the CHAIRMAN said:—Gentlemen, I now rise for the purpose of proposing a toast which is immediately connected with the objects of the present meeting, and you will readily anticipate, that it is "the health of our friend and visitor, Mr. Robert Stephenson." Connected as we all are, more or less, with railways, it is quite impossible that we could assemble here on any occasion without wishing to pay the testimony of our respect and regard to the individual whose master mind has been productive of so many benefits to the public, in bringing the railway system to perfection, and who has himself brought into operation the most important link in the railroad communication throughout the kingdom—the London and Birmingham Railroad. Whether we look at the stupendous and gigantic character of the works, or the difficulties attending their execution, I am sure I shall not be wrong in stating as your opinion, and that of every man conversant with such undertakings, that they are of a character which reflects the highest credit and honour upon the engineer, upon the profession to which he belongs, and the age in which he lives. But, willing and anxious as we should be to pay our homage to the talents and genius of the engineer, we are met here this evening for nobler purposes—we are met to testify our friendship and esteem for the man. Gentlemen, when I look around me and see the component parts of the company by whom I am surrounded, I cannot be surprised at the enthusiasm with which you have received the toast I have just proposed to you. I see here a large body of the contractors of this country, perhaps among the most intelligent and certainly the most enterprising class which this kingdom produces. I see around me many gentlemen who have constructed works under the care and superintendence of Mr. Stephenson—among them some of the difficult and arduous works of which I have already spoken, and I know the feeling of all is, that Mr. Stephenson has been in every instance a kind friend, a ready adviser; that he has always endeavoured to enliven your prosperity, and sympathise with you under difficulties and disappointments. He had been at all times ready, so far as his duty to his employers would permit him, to relieve those difficulties and mitigate those disappointments. Gentlemen, I see also at this table a great many gentlemen connected with Mr. Stephenson in his own profession—some of you have looked up to him when entering upon your career for your advancement in life, and you are all ready to testify to his kindness of heart, and his readiness to communicate information and forward your worldly prospects. With regard to the next class—that class to which many gentlemen present, including myself, belong—I mean the manufacturers and traders of the country—I am sure that all of us in our respective departments feel indebted to Mr. Stephenson, and acknowledge his anxiety to do justice to our fair claims on all occasions on which we have come in contact with him. I have endeavoured briefly to recapitulate the feelings of the different classes around this table, and their sentiments with regard to Mr. Stephenson, and I shall now merely say of them collectively, that they admire the engineer, and respect and esteem the man. Gentlemen, it now only remains for me to request that you will join me in drinking a bumper to "the health and prosperity of Mr. Stephenson;" but before I do so, I beg to say to you, Mr. Stephenson, that I have the great gratification, in the name of the assembled company, and in that of their absent brethren, to request your acceptance of the service of plate which now stands before you, and I trust you will accept it as a token of our friendship, of our love and esteem, for you individually—of our admiration of your genius and talents—of our estimation of your moral worth—and of our conviction of the integrity and independence of your professional character.

(During the delivery of this address, Mr. Stephenson appeared to be deeply affected, while the emotion of his father, who sat upon the chairman's left hand, was most overpowering. The venerable gentleman shed tears of pride and joy at the distinguished compliment paid to his son—a compliment not less honourable to those by whom it was bestowed than to the individual upon whom it was conferred. It is needless to say that the toast was drunk with the utmost enthusiasm by the company.)

The service of plate was executed by Mr. Benjamin Smith, of Duke-street, Lincoln's Inn-fields, and comprises a candelabrum, ice vases, and a complete suite of dishes, covers, &c., for the table. The candelabrum being the principal ornament, is designed so as to describe emblematically the object of the presentation. A large group of figures, placed upon a triangular base, represents Wisdom and Genius exhibiting to Philosophy the triumph of Art—a Locomotive Steam-engine. From the centre of this group rises a stem bearing nine branches, and a basket for flowers. Upon the pedestal groups of boys are occupied with plans of the steam-engine in its different stages of progress. In the panels are the inscription, Mr. Stephenson's arms, and a representation of the Wolverton viaduct. The other articles have medallions with subjects corresponding, and most of them are surmounted by Mr. Stephenson's crest.

Mr. R. STEPHENSON then said:—Gentlemen, the kindness which has suggested the present meeting I must rely upon, on the present occasion, to excuse my inability to express the sentiments which I must feel in giving utterance to. I feel that I am surrounded by warm friends and many familiar acquaintances, which ought to give me confidence to express what I feel, but you are all aware that this is an occasion when the dictates of the heart are not likely to be responded to by the tongue. My acquaintance with many of you began with the London and Birmingham Railway—indeed, at the commencement of that undertaking I was a stranger to nearly all of you; but the gigantic nature of that work, the formidable difficulties that were to be overcome, and the effects which that work, linked with others of a similar character, was calculated to produce upon the feelings and habits of the entire community, all naturally contributed to render my connexion with you, gentlemen, of a peculiar and marked character. When that undertaking commenced, the directors did me the honour of electing me their engineer, and many of you were competitors for the execution of those works, which brought me daily, almost hourly, in communication with you. It might appear as if the interests of the numerous contractors were adverse to mine, as the engineer of the company, more especially, and from the additional situation which I held in a legal point of view, as sole arbitrator between many of you, and the company. At first I was little aware of the responsibility which the situation imposed upon me, but many questions naturally arose in which your interests, as well as that of the company, were deeply involved. From the nature of these contracts, I found myself frequently placed in situations of extreme difficulty and embarrassment, and it was owing to the kind and cordial manner in which I was uniformly met, that I was enabled to discharge that duty to your satisfaction. In the course of our connexion, various points arose for discussion, involving questions of considerable difficulty to me in my capacity of sole arbitrator. After much serious reflection, I resolved, in deciding points between you and the company, to sink my character as their engineer for the time being, as the only way by which I could draw a line which would be at all an equitable one. I take it for granted that after much anxiety and deliberation that this meeting is a testimony on your part that I have exercised, in your behalf, at least honest intentions. On many important points I may have been mistaken. I have differed with many, nay, almost all of you, on questions in which your interests were involved, but in the main I may believe that my decisions, and as I have already said, I take this meeting as a proof of it, have met with your approval. There is a circumstance, however, connected with the London and Birmingham Railway, which is gratifying to me as it is honourable to the directors of that company. I allude to the circumstance of some of you undertaking works

which in the end involved difficulties of so formidable a character that it was impossible for any private purse to meet them, and these cases unfortunately have neither been "few nor far between." Under these circumstances, where the welfare of individuals was concerned, and when there was no blame to be attached to them, I held it to be my imperative duty to represent to the directors all the circumstances—to enable them to weigh all the minutiae, and to recommend that they should submit not to a legal adjustment, but to an equitable one, and it affords me the greatest satisfaction to know that I never represented a case to the directors of the London and Birmingham Railway, without receiving their attentive consideration. The Tring cutting, the Hilsborough cutting, and the Kilby Tunnel involved difficulties that individuals alone could not meet; but these difficulties were cheerfully removed from the responsibility of individuals to the responsibility of a great company. The proceedings adopted at that time were somewhat questioned by certain parties, but I have now the satisfaction of saying, and a great satisfaction it is, that I am sure the directors, by adopting the course they did, which was free from anything like harshness, not only accelerated the progress of the works but benefitted the proprietors most materially. In alluding to these great and formidable works, I am naturally led to a subject of a rather delicate nature—engineers' estimates. I allude to that subject because you are the most competent judges of the contingencies to which an engineer's estimates are subject; and having experienced them yourselves, and having had to meet them by your own resources, not one of them can have escaped your notice. Many have indulged in sarcastic remarks, and even irony has been brought into play for the purpose of reducing the standard of the profession. It has been said that intentional mistakes have been made, and that these great works have originated with directors, lawyers, engineers, and other adventurers. I am willing to believe such remarks have originated from ignorance—but similar observations have been made by those from whom we might have expected better things. Let individuals, however, who made such observations, look not at the commencement of the works, but at the close; let them recollect that these great works, now spreading over the country, are exciting commercial enterprise, augmenting the national wealth, increasing our social comforts, and raising the nation in the esteem of the civilized world. It is the end, therefore, that ought to be looked at, and not the beginning, and you have all contributed your mite, as well as myself, to produce those glorious effects I have mentioned. I now approach the most difficult part of my duty, and I assure you that I feel utterly incapable of discharging it. I feel that I cannot do justice to my feelings, nor express myself in suitable terms for your munificent gift. My feelings have quite overpowered me—your sympathy I know will furnish an excuse for that imperfection, and I shall therefore conclude by offering you my sincere and heartfelt thanks for your kindness and superb liberality.—(Mr. Stephenson sat down evidently very greatly affected, amidst the most hearty cheering.)

The CHAIRMAN said that their worthy friend and guest had so eloquently described the national and social benefits likely to accrue from the establishment of railroads, that he would not impair the effect that had been produced by saying anything further in proposing the next toast—"Success to railroad interests."—Drank with three times three.

Mr. Fitzwilliam sang with great elan, "Steam, steam, steam."

The CHAIRMAN—We have done honour to the son, and I now propose that we do honour to the father. His shrewdness of judgment, his sterling integrity, and the excellence of his character, are sufficient recommendations for the toast. Independently of those eminent qualities, he is the father of the man we have assembled to honour, and one of the brightest gems in his character is, that with humble means he gave to that son an education of which any man need be proud. Need I say more. Many of us know him as a kind friend. We all know him as a man of talent and of sound integrity, and I therefore take the liberty of proposing that we drink his health in a bumper.

Mr. STEPHENSON said—In rising to acknowledge the honour you have just conferred on me, I feel quite incompetent to the task, and however ill-calculated I may be to fill my present position, I may with truth say that few men have ever been placed in a prouder situation than I feel myself in to-night. Gentlemen, when I see that young man—I call him a young man, for he still appears but a lad to me—when I look at the proud position in which you have placed him; when I see the large and respectable assemblage that has been brought together to confer upon him so magnificent a token of your approval and friendship, I cannot find words to express my feelings. Perhaps I may be justified on an occasion like the present, in referring to my earlier days, and many of you are aware that I commenced my engineering career with limited means. Industry and perseverance was all that I had to rely upon, and I endeavoured to give this young man as good an education as I could with my scanty means. Gentlemen, every man who has a son thinks him more talented than any other, and that was a failing attributed to me by my neighbours. However, I persevered in giving him the best education within my power, and I feel just pride that he has not disappointed my expectations. Gentlemen, I trust you will pardon these few remarks, and permit me in conclusion to return you my warmest thanks for the honour you have done me.

Mr. BIDDULPH requested to propose the next toast, "the health of their respected chairman, Mr. Routh;" but before they proceeded to do justice to the toast, he would take the liberty of saying a few words on the occasion which had brought them together. He could well conceive the gratification that gentlemen must have felt in presiding over an assembly who had met upon an occasion as interesting as any that could happen in this country. Although he was not yet a very old man, and had no wish to make himself older than he was, he could well recollect the time when railroads, and indeed all plans for speedy communication, were treated as chimerical; and he recollected a conversation he had had with Mr. George Stephenson, which, although perhaps that gentleman had forgotten, he had not. Mr. Stephenson, on that occasion, observed—"Whatever may be said of horses and dogs racing, what comparison can there be between that and seeing an engine flying across the country, with a hundred people in its train, and at a far greater speed than either horses or dogs could go." That had made a deep impression upon his mind, and he confessed he did not think he should ever have lived to see such important results as had been attained in railway travelling, which had now become so common as scarce to excite observation. He had been on many committees before which Mr. Stephenson had been examined, and had very generally opposed these projects to the extent to which their promoters were inclined to go; but he had no hesitation in saying that he had since then read his recantation. He had been always impressed with the utility of these undertakings, but he had no idea of the important influence they were destined to exercise over the destinies of that country. Now, however, he was prepared to go beyond the speculations of those days, and to believe that they were only yet in the infancy of railways, which would be hereafter carried to an extent and perfection of which no idea could be formed. He lived about forty miles west of Birmingham—he little thought at the time that in his journey to and from town he would require to pass through or near Birmingham. Before the introduction of railways it required seventeen or eighteen hours to make the journey, but now, even by going forty miles farther, he could reach his house in eight hours. With these few remarks upon the practical advantages of railways, he would give them, with all the honours, "the health of the Chairman, W. Routh, Esq."

The CHAIRMAN returned thanks, and afterwards proposed "the health of George Carr Glynn, Esq., chairman of the board of directors of the London and Birmingham and North Midland Railway Companies." Knowing, as all of them did, the devoted attention that gentleman had paid to railroads—the assistance he had rendered in forwarding their interests, and the kindness with which he had arranged matters in dispute, it was unnecessary for him to put forward any other claims on his behalf to their favour. He held in his hand a letter written that day by Mr. Glynn, apologising for his absence on account of the melancholy circumstance of the death of an intimate friend. Mr. Glynn in his letter stated that "he had much pleasure in bearing his testimony, founded on the experience of some years, and under very trying circumstances, to the talent and integrity, the judgment and honourable conduct of Mr. Robert Stephenson, and he could only add, that professional intercourse had ripened into private friendship." These sentiments did honour to the writer, and his conduct of railroad interests entitled him to their esteem and respect.—The toast was drunk with great enthusiasm.

The CHAIRMAN next proposed "the health of Mr. Horn, and the contractors present." When he reminded them that the cause of their meeting originated with the contractors, he was sure they would feel they could not be sufficiently thanked for the suggestion.—The toast was drunk with three times three.

Mr. HORN had been deputed by his brother contractors to return thanks for the honour conferred on them. He wished that duty had devolved on some one present more capable of performing it. However, he felt that if on this occasion the contractors should be mute, the very railway blocks they have laid would be eloquent, and that every bridge built on the railway would cry "Shame!" He had been very much struck by the remark of their honoured guest, as to the sarcasm and irony with which engineers had been visited, on account of the excess of expenditure over the estimates; and he could not help wishing that every one who made such objections was placed in a deep clay cutting, with incessant wet weather, a long lead and no ballast, an illiberal engineer, and a parsimonious company. Placed in a situation of that kind, he was sure the most capacious objector would at once be satisfied, and would say that there was abundant reason and justification for every engineer's expenditure exceeding his estimates. The contractors felt proud to have men like Mr. Robert Stephenson and his father, and were delighted to think they had had some little hand in procuring that handsome service of plate to which he was so justly entitled. These gentlemen, of all others, acknowledged the assistance they derived from effective contractors. When they looked at railways in a national point of view, the contractors felt proud and delighted. They considered that railways would effect a

mighty revolution in this country than had been effected by the greatest statesmen this country had produced; and that by a speedy and rapid communication between man and man, the cause of civilisation would be more effectually advanced than by any measures which the most enlightened statesman ever proposed.

The CHAIRMAN then successively proposed "the health of Mr. Alderman Johnson, and the magistrates of the city of London," to which Mr. Johnson replied; "Mr. Field, and success to the Institution of Civil Engineers," acknowledged by Mr. Field; "Mr. Tite, and the Association of Architects of the city of London," Mr. Tite returned thanks; "Mr. J. D. Barry"—but for the great trouble taken by that gentleman in all the arrangements connected with the meeting (said the chairman), the labour that would have devolved on the committee would have been excessive.—Mr. BARRY, in reply, said that the subscriptions towards the plate were limited in amount, otherwise he had no hesitation in saying twenty times the amount would have been contributed. The kind and friendly feelings expressed towards Mr. Stephenson by those who knew him only by name were most gratifying. If the present to Mr. Stephenson had been of the value of 10,000l., he would have had no difficulty in raising the money.

Mr. HORN bore testimony to the value of Mr. Barry's services, which had been entirely gratuitous. He believed Mr. Barry had had more trouble in refusing contributions, than in receiving them. He thought it ought to be known that none but contractors and furnishers of materials had been permitted to subscribe, and that no one was allowed to subscribe more than 5l.

Mr. STEPHENSON, sen., begged to propose a toast to a body of gentlemen whose dealings, he admitted, were carried on a good deal in the dark—he meant the ironmasters. He professed to be a miner, and he knew pretty well the difficulties they had to contend with. The exertions of the ironmasters in England, deserved the greatest credit; they had not only contributed great benefits to their own country, but to the world, for the production of their mines were sent to every part of the known world. He believed there was one very successful ironmaster present, and that great credit was due to him, for manufacturing good iron, and he therefore would give "Mr. Walter Williams and the ironmasters."

Mr. WILLIAMS returned thanks. Railways had certainly been of great advantage to the iron trade, and he would mention what, perhaps, was not very generally known, that his father, if not the projector of railways, was at least the first man who brought railways feasibly before the public—but he might say, more in joke, than in earnest—for it was thought that so gigantic an undertaking could scarcely be accomplished. The oppression felt by the heavy tolls levied on iron ore by canal companies, had suggested to his father the idea of establishing a railway, a means of communication that was now being general throughout the kingdom. He felt most grateful for the kindness they had shown in drinking his health.

The chairman, accompanied by Messrs. Stephenson, then retired, amidst the most rapturous applause, and the company separated.

LAW INTELLIGENCE.

LEICESTERSHIRE AND NORTHAMPTONSHIRE CANAL.

BAIL COURT—NOV. 16.

THE QUEEN v. THE COMPANY.—Mr. M. D. HILL applied for a rule to show cause why a writ of *mandamus* should not be directed to the Leicestershire and Northamptonshire Union Canal Company, to compel them to equalise their tolls on the whole line of their canal. In 1793 an Act passed, empowering the said company to make a navigable canal from Leicester, to join the river Nene, at Northampton.

Mr. Justice LITTLEDALE said, the application appeared to him of a somewhat novel description.

Mr. HILL begged to refer his Lordship to a judgment of Lord Ellenborough, in the case of the Manchester and Ashton Canal, which was to be found in the 11th East's Reports, in which his Lordship held that the public had an interest in a canal being kept up which had once been cut, as well as in the tolls being equal on all parts of the same, in order that it should be accessible to all on the same terms, without any distinction or favour.

Mr. Justice LITTLEDALE questioned whether the company had not the power to increase or diminish the rate of tolls.

Mr. HILL did not raise that point; all that he asked, all that his clients (the inhabitants of Market Harborough) asked was, that the tolls should be equal. His case would be better seen if his Lordship would allow him to state the facts. In 1793 the company procured their Act, which entitled them to cut a navigable canal from Leicester to Northampton, and to charge a toll of 2d. per ton per mile for the transit of coals upon such canal. They subsequently obtained two other Acts for making branches of the same. The company afterwards reduced the tolls to a rate under what their amount would have been at 2d. per mile; and from Leicester to Gomersley, a distance of nineteen miles, they charged 9d. per ton, but from Leicester to Market Harborough, a distance of twenty-four miles, they charged 4s. 4d. per ton, so that for the five miles, by which the same distance exceeded the other, there was the disproportionate excess in the latter charge of 3s. 7d.

Mr. Justice LITTLEDALE said, the subject was somewhat new. He understood, however, from Master Robinson, that, in 1824, there was a similar application made to enforce equal tolls in the case of the Thames and Isis Canal. He would give judgment on Monday.

On Tuesday morning his Lordship granted a rule, calling upon the defendants to show cause why a writ of *mandamus* should not issue, commanding them to equalise the duties on coals carried by their canal.

LATE STOCKTON AND DARLINGTON RAILWAY ACCIDENT.

THE QUEEN v. APPLETON.—Mr. ADDISON applied, in this case, on Friday, to have the inquisition of the coroner removed into this Court by *certiorari*, upon reading the affidavit of the attorney for the prisoner.

His LORDSHIP took till this morning to consider the application, and now directed that the usual recognizances should be entered into upon the writ of *certiorari* being carried into effect, as in cases of bringing up an indictment.

THE SOUTHAMPTON DOCKS COMPANY.

COURT OF COMMON PLEAS—NOV. 16.

THE COMPANY v. RICHARDS.—Mr. WATSON moved for a rule to show cause why the trial of this action should not be postponed upon payment by the defendant of the money sought into Court. This application was made in consequence of the absence of a material witness. The action was brought to recover a call of 1s. 10s. upon forty shares held by the defendant in the Southampton Docks Company, which was established by Act of Parliament. Before that Act was obtained, the defendant was induced, by what he alleged to be misrepresentations, to purchase shares; and he further alleged, that the bill passed through incorrect statements made respecting the shareholders in the company.

Mr. Justice MAULE.—Then is not the Act of Parliament void? Mr. WATSON thought not; but that it was for Parliament to correct its error. The witness whose evidence the defendant wished to obtain was the solicitor to the company, who was not at present in this country. It was upon this ground the present rule was moved.

Chief Justice TINDAL.—You had better pay the money into Court, and make the defence when the witness is here.

The rule was accordingly granted.

THE GOLD DUST ROBBERY.

EXCHEQUER CHAMBER—NOVEMBER 16.

The judges this day rose in their respective courts about half-past eleven o'clock, and proceeded to the Exchequer Chamber, for the purpose of hearing the arguments of counsel in the case of the Queen v. Caspar, Money Moses, and Abrahams.

The trial of these prisoners, it will be remembered, took place at the Central Criminal Court a few sessions ago, when they were charged upon an indictment containing seven counts—one charging a certain evil-disposed person with stealing 103 lbs. of gold dust, value 5000l., and two wooden and two tin boxes, of the value of 2s. each, and the rest charging seven prisoners—one with inciting to the commission of the theft, and others for feloniously receiving portions of the stolen property, and being accessories after the fact. The trial, which, it will be remembered, occupied eight days, took place at the Central Criminal Court last spring, when the jury found Lewis Caspar guilty of inciting to the commission of the theft; Ellis Caspar guilty of inciting to the commission of the theft, and of feloniously receiving a portion of the stolen property; and all the rest of receiving the stolen property. Judgment was stayed for the purpose of obtaining the opinion of the judges on points of law reserved. Mr. Justice Littledale, who tried the prisoners, refused at the trial to call upon the prosecutor to elect, on the ground that the prisoners were indicted as accessories to a principal felon, and not as being guilty of a substantive felony.

Mr. Sergeant BOMFAS now appeared on behalf of the prisoners, and submitted that the opinion formed by Mr. Justice Littledale was correct; and that, consequently, the prisoners were entitled to the judgment of that Court in their favour. He thought he need scarcely cite authorities to show that this was an indictment against principal and accessories, and that, therefore, unless the principal had been convicted, the accessories were entitled to be discharged. If the indictment had contained the name of Henry Moss, instead of the description, "some evil-disposed person," it would, beyond all doubt, have been an indictment against principal and accessories, and he could not see in what the difference consisted. The Court knew that there was a very material distinction, and that evidence was often necessarily admitted against a person tried as an accessory with others, which was not properly admissible as against him, and which could be excluded upon an indictment charging him with a substantive felony. The learned counsel then

cited Hale's and Hawkins's "Pleas of the Crown," and other ancient authorities, to show that the accessories could not be convicted before the principal. The indictment was bad, at all events, as against the accessories before the fact, because it neither contained the name of the principal nor stated that he was not known. Upon these grounds he prayed the judgment of their Lordships on behalf of the prisoners.

Mr. CLARKSON argued, on the other side, that even supposing the indictment to be against principal and accessories, still it could not now be impeached, because the prisoners had not availed themselves of the proper opportunity for raising the objection. At no period during the trial was any objection taken on the part of the prisoners to their being tried previous to the production of the principal. Now, he submitted that the proper time for the prisoners to have taken the objection would have been when they were called upon to plead; but that having taken the chance of getting a verdict of acquittal, they could not now turn round and avail themselves of the objection to defeat the ends of justice. This indictment had been framed according to the uniform practice for the last twenty years. The indictment to the commission of the felony was the offence, whoever might be the person controlled. He begged to remind their Lordships, in conclusion, that by a proviso contained in a statute of 7th George IV., there could be no second trial of the prisoners, however irregularly the first had been conducted.

Mr. Sergeant BOMFAS was heard in reply, and counsel were then ordered to withdraw.

The judgment of the Court will not be made known until the next session of the Central Criminal Court.

LONDON AND BLACKWALL RAILWAY COMPANY.

VICE-CHANCELLOR'S COURT—NOV. 18.

WARBURTON v. THE COMPANY.—Mr. K. BRUCE moved for an injunction, *ex parte*, to restrain the company from excavating alongside the plaintiff's two houses, in a court leading from the Minorities, and from making any other excavation endangering the premises in question, or the lives of the inmates. The motion was made upon an affidavit of a surveyor, that the excavation which the company was making seriously affected the safety of the property. The company had made no proposition for taking the houses, or making compensation for the injury. After notice had been given to them they persevered in their works, the consequence of which conduct was, that several tons of earth had already fallen into the excavation, to the great danger, not only of the plaintiff's houses, but of the lives of the inmates.

His HONOUR granted the injunction.

IN RE MANCHESTER AND LEEDS RAILWAY COMPANY.

EXCHEQUER CHAMBER—NOV. 19.

This was a petition of — Wheelright and others, who were trustees for charitable purposes, praying that a sum of 95l., agreed upon with the above company, and also a sum of 35l., awarded as compensation, should be invested in the Three per Cents., and the dividends paid for the use of the charity of which they were the trustees.

Lord ALINGER had no objection to the course proposed being acted upon, upon the understanding that the order was only to apply to the present trustees personally, and that it was not to bind future trustees.

Mr. BACON, who appeared on the part of the railway company, said he had no objection to the order being made as prayed, provided the right was reserved to the company of calling for a conveyance of the property for which the money in question was paid, in the event of their being so advised.

IN RE EASTERN COUNTIES RAILWAY.

This was a petition from the Lord Mayor of the city of London and the Committee of the Bridge Estate, praying that 500l. paid into Court by the Eastern Counties Railway Company, on account of property purchased belonging to the Bridge Estate, should be invested in the Three per Cents., and the interest paid over to them.

The Court made the order as prayed.

QUESTION OF MINING PROPERTY.

COURT OF COMMON PLEAS—NOV. 19.

TILLIARD v. CAVE.—Mr. Sergeant WILDE moved for a rule to show cause why a Judge's order should not be discharged or amended. It appeared that the defendant was entitled to certain Cornish mines, in which was a quantity of implements, materials, and ore. The property in those mines amounted to between 40,000l. and 50,000l. The plaintiff issued a writ of *ferri facias*, which he delivered to the sheriff of Cornwall, who levied execution. There were other executions at the suit of Ford and Ellis, and upon these three causes the Judge's order was made. After the sheriff had levied, five different persons claimed various interests in the property so levied, under mortgages. Messrs. Ford and Ellis did not mean to contend for their executions, but to rely upon other securities. Mr. Tilliard's execution was for 1000l. only, and the present application was made to obtain the discharge or amendment of the Judge's order for bringing actions of trover in this Court to try the right to the property in question. The learned counsel contended that it would be impossible to carry into effect the object the learned judge had in view at the time of making the order. Two actions had been already brought by the claimants.

Chief Justice TINDAL.—Take a rule. The matter will be probably arranged when the parties come before the Court. The two actions must be stayed in the meanwhile.

The rule was accordingly granted to show cause.

SOUTHAMPTON DOCKS COMPANY.

COURT OF COMMON PLEAS—NOV. 20.

THE COMPANY v. RICHARDS.—Mr. KELLY (with whom was Mr. Dainton) stated, that this was an action in which he represented the interests of a body of gentlemen associated under an Act of Parliament, passed in the late reign, for the purpose of forming extensive docks at Southampton, a situation most admirably adapted to that purpose, whether the interests of the trading community of London, or those of persons more immediately connected with the town and county of Southampton, were taken into consideration. The idea of establishing these docks, as was but most reasonable, had been suggested by the passing of the Act for the formation of the Southampton Railway, for, by the establishment of proper docks at that place, in immediate connexion with the railway, it was manifest that great advantages would accrue to the shipping and trading interests of this country. Under these prospects the directors commenced their works, and in order to carry them on, it was evident that those who had become proprietors of shares should promptly pay up the calls upon those shares. It was now more so than ever, for as the railway would be completed in the course of next year, the directors of the dock company were most anxious, in the discharge of the high duties reposed in them by the great majority of the shareholders, to push the progress of their own works towards their completion with the utmost celerity. By all who knew the situation of Southampton, and had lately visited that place, it would be remembered that the terminus of the railway was within a few yards of the proposed entrance to these docks, so that the greatest facilities would be afforded not only for the embarkation and landing of passengers, but also for the ready and immediate transfer of goods for the purpose of being taken up to London, or vice versa, by the railway, thus avoiding in the latter case the necessity of beating up or down the Channel, which was admitted by all seafaring men to be by far the most dangerous portion of the voyage to or from whatever part of the globe south of England the vessels might be bound. These advantages were more expressly held out to the American trade by the formation of these docks, and therefore it became the duty, as it was the interest, of the directors to finish these docks at the very earliest opportunity. The defendant, however, had opposed himself in every possible way to the wishes of his brother proprietors; and though there were now, and had been for some little time past, 300 men at work night and day in this arduous undertaking, he had up to the present time resisted the payment of the first call of 2s. 10s. per share, which had been made so far back as July, 1837. By this course the efforts of the directors would be completely paralysed unless an end was put to it speedily; and as the defendant still persisted in his opposition, the present action was actually forced on the directors, in order that he should be compelled to pay that which was legally and honestly due from him. In order to prove this case there would be very little difficulty indeed, for the Act under which the company was incorporated had prescribed a very succinct and clear course of proceeding in such matters. All that was necessary to prove, in the first place, was, that the defendant was a proprietor of the shares in question, amounting to forty, which would be done by the production of the company's book; secondly, it would be proved that the call in question had been duly made; and, thirdly, that the proper notices thereof had been given, as required by the Act, in two London papers, and one "usually circulated in Southampton." These were the three points which it was incumbent on the plaintiffs to make out, and if that should be done, then, under the direction of the learned judge, they, the jury, would find for the amount sought to be recovered, which was 100l. on the call, and interest thereon at 5 per cent. Under the plea of "never indebted" the defendant could not possibly have any valid defence to this action; and though he was represented by a very learned and eloquent gentleman, it was, in fact, an undefended action. Under these circumstances, it might be a matter of surprise that the cause should be tried by a special jury at this unusual time; that singularity, however, was easily explained, for the defendant had himself applied to have the cause tried by a special jury, which being opposed by the plaintiffs as involving delay, was only granted by the learned judge before whom the application was heard, on the condition that the trial should not be postponed beyond this day.

William Holger was then called, who stated that he was the clerk of the company, and produced the documents alluded to by the learned gentleman.

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Mr. Sergeant TALFOURD, for the defendant, however, closely cross-examined the witness, with the view of showing that the forms and requisites of the Act had not been complied with, and objected to the admission of all three instruments as each was proposed to be read; but

The learned JUDGE having overruled each and every objection, the documents in question were read, and the case for the plaintiffs was closed. Mr. Sergeant TALFOURD then said, that, under the present state of the pleadings, he did not feel himself at liberty to contest the case any longer. It was competent, certainly, to him to address to the jury such observations as he might deem proper; but, as he was not in a condition to follow them up by any evidence, he thought that his proper course would be not to occupy the time of the jury any longer. At the same time he wished to understand from the learned judge whether he would reserve to him leave to move the Court upon the objections taken by him to the admissibility of the proof adduced by the plaintiffs, or whether he (the learned judge) entertained so decided a view of them as to induce him to refuse such leave.

Mr. Justice ERSKINE.—I certainly shall not give you leave to move, for I feel so confident on the point, that it would be idle to do so. I admit that the most confident men are sometimes mistaken, but I entertain so very clear a view of the matter, that I cannot allow you to think I have any doubts on the subject by reserving you leave to move.

Mr. Sergeant TALFOURD.—Very well, my Lord. I can only say, further, that I hope my learned friend's brilliant statement in his opening may be realised.

Mr. KELLY.—I have no doubt of it.

Mr. Justice ERSKINE then shortly addressed the jury on the nature of the case, telling them that, from the state in which the pleadings left the cause, there could be but one result—namely, that the verdict must be for the plaintiffs. They had heard all the requisites of the Act complied with under which the company was incorporated, and they were entitled to recover the amount of the call.

The jury accordingly, under the direction of the learned judge, found for the plaintiffs a verdict of 100l., the amount of the call of July 18, 1837, on the forty shares held by the defendant, together with interest thereon, making in all a verdict for 111l. 10s.

BRITISH IRON COMPANY.

COURT OF COMMON PLEAS—NOV. 21.

SMALL F. ATTWOOD.—The LORD CHIEF JUSTICE, observing Sir W. Follett and Mr. Sergeant Wilde in attendance for the purpose of arguing this case, intimated, that as Mr. Justice Maule had been counsel in the case, and therefore declined to take any part in deciding it, and as there were only two other judges present, it would be desirable that the case should stand over until next term, when there would be a full court to hear it, the question being one of considerable importance.

EASTERN COUNTIES RAILWAY COMPANY.

QUEEN'S BENCH—NOV. 21.

THE QUEEN v. THE COMPANY.—Mr. KELLY was instructed to move for a rule to show cause why a *mandamus* should not issue, commanding the defendants to empanel a jury to assess the amount of compensation to be given to a Mr. Clarkson for certain premises which they had taken from him under the Act of Parliament, and for injury done to his premises. The defendants, for the purpose of their works, had marked certain houses in the Mile-end-road, of which Mr. Clarkson was the mortgagee, for the purpose of being taken down. They now wished to make use of only part of the premises, and one object of this application was to compel them to take the whole.—Rule granted.

BIRMINGHAM AND GLOUCESTER RAILWAY COMPANY.

RAIL COURT—NOV. 21.

THE QUEEN v. THE COMPANY.—In this case the court on a former day granted a rule, calling upon the directors of the above company to show cause why a writ of *mandamus* should not issue, commanding them to repair a certain road, leading out of Cheltenham.

Sir WILLIAM FOLLETT now applied to enlarge the rule till next term. His LORDSHIP granted the application, on the defendants undertaking to repair the fences, &c., in the meantime; the question of liability to be decided next term, and the expense to be repaid them if the decision of the court should then be in their favour.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY.

VICE-CHANCELLOR'S COURT—NOV. 21.

PLAYFAIR v. THE COMPANY.—Mr. K. BRUCE (with whom was Mr. JACOB, Mr. C. BARBER, and Mr. OGILBY) to-day showed cause against a rule nisi, which the defendants had obtained for dissolving the injunction which the plaintiff had obtained against them, restraining proceedings in an action at law which the company had commenced against him for the recovery of a sum of 1420l., which they alleged to be due to the company from him, for instalments of calls upon 140 of the company's shares, of which the plaintiff was proprietor. It appears that in the year 1835 a scheme was set on foot by some of the members of the Kensington Grand Junction Canal Company, with a view of forming, under the authority of an Act of Parliament, a railway, which would connect the Kensington Junction Canal with the Birmingham and the Great Western Railways. For carrying this object into effect a provisional committee was accordingly appointed. The plaintiff, it seems, was not a shareholder in the Canal Company, but from representations which had been made to him he became a shareholder in the intended new company; and he at first subscribed for forty shares, upon which he paid a deposit of 1l. per share. He was subsequently made a member of the provisional committee, and attended its meetings on several occasions. On the 10th of April, 1836, he subscribed for 100 shares more, upon which he paid a deposit of 100l. This he alleged he was induced to do, inasmuch as he was represented to him, that in order to enable the company to pass the bill through Parliament four-fifths of the shares should be actually subscribed for, and that it was necessary for that purpose that each member of the provisional committee should subscribe for 100 shares. Subsequently the bill passed through Parliament, and it seems that on the 22d of April, 1837, the plaintiff made a representation to the board of directors of the company, stating his inability to retain his last 100 shares, from which he had subscribed, as he should not be able to pay up the instalments of calls thereon, and he offered to give up to the company his 100 shares in order to relinquish all liability with regard to them. Upon that occasion the directors came to no determination upon the matter; but upon a second meeting of the directors, which was held on the 1st of March, 1837, they came to a resolution that the plaintiff's offer to give up and relinquish his shares should be accepted; and they ordered a deed of release to be prepared by the solicitor of the company, which was subsequently executed by the plaintiff, whereby he released all his interest in the 100 shares to the company. Subsequently to the execution of this deed by the plaintiff, the defendants, in August last, brought an action at law against the plaintiff for 1420l., as the amount of instalments of calls due upon the shares, suing him as the proprietor of the 140 shares, although he had released and relinquished, as he supposed, his interest as the proprietor of the company under the deed, to the extent of the 100 shares. Under those circumstances the plaintiff was compelled to file this suit and apply for the injunction which he had obtained, to restrain the defendants from proceeding against him at law for payment of the call due upon the 100 shares, which he submitted had merged into the property of the company under the deed of release which he had executed to them, and, therefore, that having thus got rid of and relinquished his character of proprietor of the 100 shares under the deed, he could no longer be held liable for any calls upon those shares which had accrued due since the execution of the deed of release.

Mr. RICHARDS and Mr. L. WIGRAM for the company, submitted that the directors had no power to bind the company under the Act of Parliament, by the resolution of the 1st of March, 1837, to which they had come. By the clauses of the company's Act no forfeited shares could be ordered to be sold by the directors, or purchased by the company with their surplus monies, without the directors being first sanctioned in so doing by the approval of a general meeting of the company. In this case that sanction had not been obtained, and the contract with the plaintiff under the deed of release had never had the seal of the company affixed to it. The matter in dispute was purely a question of law, and there was no matter of defence which the plaintiff suggested in equity that could not be made available for his full defence at law.

The VICE-CHANCELLOR thought that it could never have been the intention or meaning of the parties to the deed of release that the plaintiff should give up the 100 shares and the 100l. deposit which he had paid upon them to the company, and also give up all chance of after-to-be-realised profits—that he should do all that, and yet that he should himself remain thereafter liable as a proprietor for subsequent calls upon the shares. Under all the circumstances of the case, his Honour thought that the injunction ought to be continued against the company, as far as it regarded the restraining them from proceeding at law for the instalments of the calls upon the 100 shares which formed the subject matter of the deed of release.

STANNARIES' COURT, CORNWALL, Nov. 7.

TRELEIGH CONSOLS MINE.

HOATTEN v. SINCOCK.—This was an action brought by the plaintiff, a mine blacksmith, against the defendant, who is the managing agent of the Treleigh Consols Mine, in Redruth, for the recovery of 7l. 4s. for new iron work in making flat-rods, and 1l. 5s. 3d. for making sundry husbandry and garden tools for the defendant, who was principal manager of the mine. The chief question in the case turned upon the construction of the articles of the mine, as to what was to be considered the running work of the mine, and

what the new works, in case of erections, cost. The plaintiff was to receive 40s. per month for the running work, and 5s. per cwt. for the new works. Mr. STOKES conducted the plaintiff's case, and Mr. BERNALLACE that of the defendant, and contended that the work proved to have been done by the plaintiff was running work and not new work, and the jury returned a verdict in favour of the plaintiff for 8s. only for some extra work not included in the contract, thus negating the claim of the plaintiff for anything in respect of new work.

On a subsequent day Mr. BERNALLACE moved for a new trial, on the ground of the verdict being contrary to evidence.—The motion was refused. The whole of the work, it appeared in evidence, was done on the mine, and made from the adventurers' iron. The main question was, whether the making of new flat-rods, of a larger size than the old ones, for which they were substituted, was new work, or was comprehended in the running work of the mine. The jury considered it was running work, and gave a verdict merely for making the husbandry and garden tools, which they estimated at 1 cwt. of new work.

WHEEL CHANGE MINE.

NOVEMBER 11.

HAMBLY F. TREGILLAS and HARPER.—Mr. GILLSON opened his case, stating that the petitioner was Humphry Hambly, and the defendants were James Williams Tregillas and John Harper, the purser and the manager of Wheel Change Mine, in Lanivet, as well as shareholders at the time the alleged debt was contracted. It was alleged that Hambly's services, as a day labourer, were engaged by Tregillas in Harper's presence, and that they were continued from 1833 to 1836; that sums of money to the amount of 31. 15s. had been paid to Hambly on account, and that there now remained due 30l. 12s. 6d., for which he prayed an order for payment, a lien on the ore and materials on the mine, and an injunction. To this petition Harper had put in no answer; while, in Tregillas's answer, the point on which the case turned was the question whether Tregillas was adventurer and purser at the time alleged in the petition, namely, from April 1833 to 1836.

After a lengthened examination of several witnesses, the VICE-WARDEN deferred his decision.

On Wednesday his Honour delivered his judgment, dismissing the petition as against Tregillas, and confirming it against Harper.

GREAT WHEEL PROSPER.

NOVEMBER 13.

FERRIS v. BUCKINGHAM and OTHERS.—Mr. GILLSON, on behalf of William Millet Thomas, whose goods were now in possession of an officer of this Court, stated, that Mr. Thomas's professional adviser in London had an impression that the proceedings were not altogether regular and legal. Mr. Gillson was, therefore, instructed to move to stay the sale of Thomas's goods for ten days, without prejudice to the rights of any party; the officer remaining in possession of the goods at Thomas's expense. The object was to allow of inquiry into the circumstances.

The VICE-WARDEN said, that he had particularly directed those who represented Thomas to take notice that unless there was a consent to the issuing of a writ, he should not issue one till the case had been brought before him and adjudicated on; and, therefore, how Thomas could now come and deny a writ issued with the consent of his professional advisers, he did not understand. His Honour could not, therefore, assist the applicant. He confessed he would have justified his bailiff in refusing to proceed in execution, *in invitum*, unless he was guaranteed; nor should he direct his bailiff to issue a process of this Court, *in invitum*, unless there was a guarantee.

MINING CORRESPONDENCE.

ENGLISH MINES.

ST. HILARY MINING COMPANY.

Nov. 16.—In the eighty fathom level west the lode is ten inches wide, and good ore. In the eighty fathom level east the lode is fifteen inches wide, composed of ore and spar, very kindly, and ground much improved. In the seventy fathom level west the lode is fourteen inches wide, composed of ore and spar; the end can be driven at 3l. per fathom. In the seventy fathom level east the lode is fifteen inches wide, and a good ore lode. In the winze, bottom of the seventy fathom level west, the lode is eleven inches wide, and good ore. The ground in the cross-cut, at the sixty fathom level, is still wet, but we have not cut any more lode yet. The tributaries are working well. C. H. RICHARDS.

WEST WHEEL JEWEL MINING ASSOCIATION.

Nov. 18.—Buckingham's perpendicular shaft is sinking under the forty-two fathom level in favourable ground. In the forty-two east, on the south branch, the lode is still productive, worth 5l. per fathom. The thirty west, on the south lode, fifteen inches wide, composed of spar, prisms, and black and grey ore, leaving tribute ground. The twelve fathom level west, on the south lode, is rather improved, worth 9l. per fathom. In sinking the south adit shaft, below the thirty fathom level, we have no material alteration. The tributaries are working vigorously, and are getting fair wages. The weather is much against our sampling for the week, we shall, however, do the best we can. S. LEAN.

TRELEIGH CONSOLS MINING COMPANY.

Nov. 16.—The prospects at Christie continue good. I have put four men to drive the fifty fathom level east, where the lode is improved, and looks promising to produce a bunch of ore. Six men are employed in the west end, where the lode is three feet wide, of a very promising nature, from 8l. to 10l. per fathom. We shall begin sinking under the fifty on or before Sunday. In the forty east the lode is large and productive, leaving tribute ground. West it is also looking well; it is from three to four feet wide, all saving work, but not rich. At Shanger the lodes are improved, particularly that on the south lode, and the pitches (four in number) here are looking pretty well, and the men getting fair wages. W. SINCOCK.

HOLMBUSH MINING COMPANY.

Nov. 18.—The lode in the 100 fathom level west of the engine-shaft still continues about nine inches wide, of muddle, spar, and copper ore. In driving the eighty fathom level west of the engine-shaft the lode is very encouraging, twenty inches wide, and worth about four tons of good ore per fathom. In driving east of Snell's winze, at this level, the lode is also a good course of ore, two feet wide, and worth from five to six tons of ore per fathom. In driving the seventy fathom level west the lode is still looking well, two feet wide, and worth from four to five tons per fathom. In the winze sinking below this level and stopes, in the back little alteration; the lode in the former twenty inches wide, and worth about three tons per fathom. In the sixty-two fathom level west the end apparently is driven through the cross-course, and are now cross-cutting it to discover the lode, as we are of opinion the cross course has thrown it in that direction. In driving east of the engine-shaft, at this level, the lode is still large and kindly, two feet wide, of muddle, spar, jack, and copper ore. The winze below this level is sunk to a depth of fifteen feet, but no lode has yet been taken down. The lode in the stopes, in the back of the sixty-two fathom level, still continues an excellent course of ore, two and a half feet wide, and worth about eight tons of ore per fathom. The tribute pitches are still productive. The sampling is appointed to take place on Thursday, the 21st inst., of about 170 tons of good quality ore. F. PHILLIPS.

POLBREEN MINING COMPANY.

Nov. 16.—We have driven the ground we calculated on at the thirty-two fathom level, south of Vice's Flat-rod engine-shaft, but have not yet cut Bowi and Butt's lode; from the pressure of water, however, proceeding from the end, we hope it is near at hand. At the twenty-two fathom level, east of engine-shaft, Dorcas's lode, in the end, is about one foot wide, tiny, but not rich. In the back, however, stopping on tribute, at 6s. 8d. out of the 1l., immediately behind the said end, the lode continues its size, two feet big, and good saving work. We find the ground much the same in sinking Rowe's shaft, moderate and dry; we are enabled to sink six feet a week. In the tribute department most of the men are breaking sufficient tin to make themselves wages; they are all working hard and steadily. The pitch I alluded to in my last, working by eight men, between the adit and twelve fathom level, on the Downright lode, is not looking quite so well, but still continues to raise a pretty good quantity of work. We sampled yesterday, and will be sold on Tuesday next, at Redruth ticketing, computed, No. 1 parcel, 10½ tons; No. 2, 14 tons.—Total, 12 tons of black tin. R. ROWE.

REDMOOR CONSOLIDATED MINING COMPANY.

Nov. 18.—Johnson's Flat-rod engine-shaft is now sunk sufficiently deep for an eighty fathom level, with the exception of squaring down the shaft; this, with the necessary work to be done in the shaft, such as casing, dividing, fixing footway, &c., &c., from the seventy to the eighty fathom level, will, we expect, occupy the summer for the present week, however, no time shall be lost in performing the work; as soon as completed, we shall commence driving north and south of the silver-lead at the eighty fathom level; the lode here has not been broken down for the last week, consequently, the appearances are the same as last reported, lode about one foot big, saving work. The lode in the north end, at the seventy fathom level, is small at present, being now only four inches wide, but rich for silver lead ores. Driving north, at the sixty fathom level, the lode is from six to eight inches wide, yielding good work. At the north mine, the cross-cut going south of the engine-shaft, at the thirty fathom level, is driven five fathoms two feet—ground not quite so favourable as hitherto. In driving east, on Trelease's lode, at this level, no alteration—lode poor. We sampled on Friday, the 15th instant, two parcels silver-lead ore, computed twenty-four tons dry weight, viz.—No. 1, 13 tons 12 cwt. 3 qrs.; No. 2, 10 tons 8 cwt. 1 qr. SAMUEL HARPER.

FERRAN CONSOLIDATED MINING COMPANY.

Nov. 16.—We have set the thirty-three fathom level to drive north, towards the lode, at 8l. 10s. per fathom. In the twenty-five fathom level, east of engine-shaft, the lode is three feet wide, and issuing therefrom an abundance of water; the lode is composed of muddle, jack, and lead. At this fifteen fathom level the lode is three feet wide, twelve inches of which is saving work for lead. In the bottom of the fifteen fathom level we are stopping on a good course of ore. We have set four pitches, varying from 3l. to 5l. per ton. Our last, computed, No. 1, 30 tons of ore, weighed 30 tons 13 cwt. 2 qrs., at 11l. 13s. 6d.—357l. 15s. 1d. No. 2, 10 tons, weighed 10 tons, at 4l. 16s. 6d.—48l. 3s. R. ROWE.

TAMAR SILVER-LEAD MINING COMPANY.

Nov. 18.—In the south end, at the 145 fathom level, the lode is still unproductive. In driving north, at the 125 fathom level, the lode is about fourteen inches wide, producing stones of ore; and in driving south, at the same level, the lode has improved—it is a foot wide, and yielding some good work. In the south end, at the 115 fathom level, the lode is the same as last reported. At the 105 fathom level, in driving south, the lode is disordered by a slide, and therefore unproductive. In going south, at the ninety-five fathom level, we are still desiring, but there is every appearance of a good lode. In going south, at the eighty-five fathom level, the lode at present is poor. In the south end, at the seventy-five fathom level, we have a considerable improvement; the lode is a foot wide, about six inches of which is good work. We have unavoidably postponed our sampling till Thursday next, owing to the late rainy weather. We shall sample about forty-six tons. M. JAMES.

TINCROFT MINING COMPANY.

Nov. 13.—In reporting to you on the present state of this mine, I beg in the first place to say, that we continue to sink our engine-shaft under the 142, through a large good lode for tin; I may venture to say it is still worth 40l. per cubic fathom, which fathom cost 16l. to excavate. The rise in the back of the 142 west is still yielding good work for tin, although the lode is not so large as when I last remarked on it. In the winze sinking under the 132, to go down on the rise alluded to, the lode continues large and good for tin, the men getting fair wages at 6s. tribute. The 132 and 130 ends west are producing some tin, but at present the tin part of the lode is small. The 130 end east is still producing good work for tin, the lode large and more promising as we extend on it; we have now about six fathoms to drive this end to get under the most productive ground we had in the level above. Martin's east shaft will have been sunk to the 130 by the time the end gets forth; we shall then have about four fathoms cross-cut from the lode to the shaft; I hope to drive the end forth, and communicate to the shaft, which will occupy no more than three months. The stopes in the back of the 110 are still yielding good work for tin. The 110, 100, and 90 ends are producing fair quality work for tin, with some copper ore from the ninety end. The eighty-one end has very much improved for tin and copper ore latterly, and the tin is of such a quality as we generally find to procure a good bunch of tin. The lode in the seventy-two is about four feet wide, eighteen inches is good work for copper ore. The fifty-eight end is producing some good stones of tin stuff, and very promising; we have set a rise in the back of the fifty-eight, and another in the back of the seventy two, in both the lode has a very promising appearance. Our pitches both for tin and copper ore continue much the same as for some time past. WILLIAM PAUL.

CORNUBIAN MINE.

Chicerton, Nov. 19.—In our fifty fathom level, on Chilverton lode, we have a kindly lode, but not rich. In the same level, south cross-cut, we expect that we have two fathoms more to cut the lode—the ground is hard. In the forty fathom level west we have a good lode in the bottom of the end, but poor upwards. The thirty-two fathom level east, on the south lode, is poor. The thirty-two fathom level, west cross-cut, is holed to the western shaft. The pitches are looking just the same as last week. We have now dressed 33 tons; undressed 8; broken underground 10.—Total, 51. JOHN BORLASE.

ENGLISH MINING COMPANY.

Great St. George, Nov. 19.—The following is a statement of the present appearances at Wheal Prudence. The ground in Bourdillon's shaft is looking somewhat better; in the rise from the 62 much as usual. At the sixty-two fathom level west the lode has improved a little, turning out at present from one and a half to two tons per fathom. At the fifty-two west the lode is looking kindly, with good stones of ore. In the winze sinking from the fifty-two the lode is about twelve inches wide, with capel, muddle, jack, and ore. At the twenty-eight fathom level the lode is two feet wide, yielding about one ton of ore per fathom, and looking very kindly. The tributaries are working well. J. HUMPHRIES.

TRETOIL MINING COMPANY.

Nov. 18.—The twenty fathom level east is driven about thirty-two fathoms, on a lode varying from six to eighteen inches wide, which will set on tribute from 2s. to 6s. in the 1l. The twenty fathom level west is driven about twenty-five fathoms, in a lode varying from three feet to six inches wide, which will set on tribute from 2s. to 6s. in the 1l. The lode in these ends at present is from four to ten inches big, producing some good ore, and has a very promising appearance. The ten fathom level east and west are driven about 100 fathoms, from which several parcels of ore have been raised at a tribute varying from 2s. 6d. to 6s. in the 1l. Four pitches are working in this level at present, at 4s. 6d., 6s., and 8s. in the 1l. The lode in the east end is from twelve to eighteen inches wide, and producing saving work. The lode in the west end is small and unproductive at present. The adit level east and west are driven about 130 fathoms, from which much ore has been raised. Two pitches are working in this level at present at 4s. and 4s. 6d. in the 1l.; the end in these levels are at present suspended. The engine-shaft is down nearly to the thirty fathom level, and there is every prospect of our shortly cutting the lode good in that level. John's shaft is down about four fathoms under the adit level, and in good ground. Altogether the mine has a very promising appearance. J. BRAY.

UNITED HILLS MINING COMPANY.

Nov. 19.—In the adit level the lode is six feet wide, but coarse in quality. In the ten fathom level the lode is five feet wide, with stones of ore. In the twenty-seven fathom level the lode is 1ft. 6in. wide, improved for ore. In the thirty-six fathom level we have put the men to cross-cut north (driving east) in search of more lode, as we have a quantity of water issuing through the north wall. No alteration in the western end since last week. Stopes, east and west of the winze, are producing a fair quantity of ore. In driving east of the eastern shaft, at the forty fathom level, the lode is four feet wide—one foot good ore. In driving west of old diagonal shaft three feet of the lode is very good for ore. We hope to resume driving east and west of Webster's winze in a few days, as the water is sinking fast. In driving east of Williams's shaft, at the fifty fathom level, the lode is two feet wide—eight inches good ore. West of ditto the lode is improved since last week—it is three feet wide, good for ore. C. PENROSE.

FOREIGN MINES.

CANDONGA MINING COMPANY.

Candonga, Sept. 2.—Mina Mestre Shaft, Forty-two Fathom Level.—Having put the workings in order in the bottom of this level, where we have been extracting work for the stamps, we again placed a pair of men to drive the same in a westerly direction—three fathoms have been driven.

Davey's Winze.—Nine feet have been sunk and two fathoms driven on the channel of ground mentioned in previous reports as having been cut in this place.

Jenkins' Winze.—The ground is less favourable than when last reported; the ground sunk during the week is four fathoms three feet.

The Shaft, Twenty-seven Fathom Level.—Nine fathoms have been driven during the month, without any material change in the ground, or in the appearance of the branch.

Deep Adit.—Throughout the month the ground has been continually changing from very wet and troublesome to moderate; at present the water which flows from the level is so great, that we are now driving a cross-cut about nine feet behind the end, to see if we can cut down the water in the cross-cut; six feet have been driven, and in the level eight fathoms three feet.

Cachocira Level.—This level has been driven on the branch seven fathoms without any material alteration in its appearance; and after having driven seven fathoms in the cross-cut, we cut the foot wall. J. DALLEY.

Sept. 3.—Such is the report I have to forward for your perusal; from it, I believe, you will only derive such information as it is necessary to submit to the board as to our occupations during the past month. One encouraging fact may be noticed, namely, that the lode in the forty-two fathom level has been gradually assuming a more favourable appearance. The deep adit, you will see, has been giving us a great deal of trouble. A. F. GOODRIDGE, M.D.

lbs. oz. dwt. gr.

Total up to 24 August..... 159 4 13 5

Ditto to 24 September..... 7 9 19 4

167 2 12 9

A. F. GOODRIDGE, M.D. E. W. J. LOTT. F. W. HAGAN.

JOINT-STOCK COMPANIES IN FRANCE.—A commission has just been appointed in France, charged to prepare a definitive project of law on joint-stock companies. From the composition of the commission, it is generally inferred that they will produce a severe law, likely to prove a check to the many gambling and fraudulent transactions that have lately taken place in this country.—L'Office de Publicité.

PUBLIC COMPANIES.

MEETINGS.	
Eastern Coast of Central America.....	James Coffee-house, Nov. 23. 1.
Munster Market Company.....	Office, Villiers-street, Strand. 28. 2.
French Patent Coal Company.....	London Tavern. 29. 3.
Reverendary Interest Society.....	17, King's Arms-yard. 30. 12.
St. John del Rey Mining Company.....	Office, Tokenhouse-yard. 30. 2.
Ross Down Mining Company.....	2, St. Mildred's-court. Dec. 2. 1.
Queen's Mining Company.....	St. Michael's-alley. 2. 3.
Jamaica Steam Navigation.....	St. John-street, Adelphi. 2. 12.
Royal Pottery Consols Mining Co.....	City-road Basin. 4. 2.
Regent's Canal.....	55, Old Broad-street. 5. 12.
Van Dieman's Land Company.....	London Inn, Devonport. 9. 12.

CALLS.	
Ulster Canal Company.....	Nov. 25. Smith, Payne, and Smiths.
Great Western Railway.....	1st. 26. As former calls.
Grand Collier Dock Company.....	2d. 26. Smith, Payne, and Co.
Tregollan Mining Company.....	1st. 26. London and Westminster Bk.
Cambrian Iron and Spelter.....	2d. 26. London Joint-Stock Bank.
Gloucester and Hereford Canal.....	2d. 26. 2.
North Midland Railway.....	1st. 26. 13, George-street, Mansion-ho.
Midland Counties Railway.....	1st. 26. 9. Glyn, Hallifax, and Co.
Birmingham & Gloucester R'way.....	1st. 26. 13. Jones, Lloyd, and Co.
Durham County Coal Company.....	2d. 26. Williams; Darlington District.
London and Birmingham R'way.....	1st. 26. 6. Lombard-street.
Fire Preventive Works.....	1st. 26. London Joint-Stock Bank.
Rhymney Iron Company.....	1st. 26. Feb. 13. 7. Laurence Pountney-hill.

DIVIDENDS.	
Imperial Brazilian Mining Association.....	10s. per sh. Office, Old Broad-st. Dec. 5.
Durham County Coal Company.....	Offices of Company.

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.	
[Length of Line, 112 1/2 miles.]	
The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 16th November.....	£9,785 5 7
For merchandise for the same time.....	1,733 1 1
Cattle.....	3 10 0
Total.....	£11,441 16 8

GREAT WESTERN RAILWAY.	
[Length of Line opened, 31 1/2 miles.]	
Carriages.	Passengers.
Thursday, Nov. 14.....	1,297
Friday, " 15.....	1,072
Saturday, " 16.....	1,054
Sunday, " 17.....	1,064
Monday, " 18.....	1,493
Tuesday, " 19.....	1,494
Wednesday, " 20.....	1,391
Total.....	9,857
Amount.....	£1,735 6 4

LONDON AND SOUTH-WESTERN RAILWAY.	
[Length of Line opened, 84 1/2 miles.]	
Total receipts for passengers, parcels, &c., on this line for the week ending November 17, £319 19s. 6d.	

EASTERN COUNTIES RAILWAY.	
Passengers to November 10.....	
Ditto, from the 11th to 16th inst.....	
Total passengers.....	141,597

LONDON AND GREENWICH.	
[Length of Line, 5 1/2 miles.]	
Friday, Nov. 15.....	104 7 4
Saturday, " 16.....	104 7 4
Sunday, " 17.....	104 7 4
Monday, " 18.....	104 7 4
Tuesday, " 19.....	104 7 4
Wednesday, " 20.....	104 7 4
Thursday, " 21.....	104 7 4
Total.....	£775 7 3

LONDON AND CROYDON.	
[Length of Line, 10 1/2 miles.]	
Friday, Nov. 15.....	51 5 9
Saturday, " 16.....	51 5 9
Sunday, " 17.....	51 5 9
Monday, " 18.....	51 5 9
Tuesday, " 19.....	51 5 9
Wednesday, " 20.....	51 5 9
Thursday, " 21.....	51 5 9
Total.....	£385 3 9

NOTICES TO CORRESPONDENTS.

"A Subscriber" is informed, it was our intention only to publish the list of "Arrivals and Departures of Railway Trains" monthly, considering this often enough, as alterations in the times are not of frequent occurrence, and reference to a former Number can be easily made by those requiring information.

In the account of the produce of the Mines of Russia, which appeared in the Journal of last week, the dates should have been from "1823 to 1838," inclusive; and not from "1823 to 1828," as then stated.

THE MINING JOURNAL.—The following subscriptions have been received since the last announcement:

W. J. Henwood, Penance.....	£2 2 0
W. March, London.....	5 5 0
Capt. W. Gregor, Camborne.....	3 3 0

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, NOVEMBER 23, 1839.

Two months have now elapsed since we directed the attention of our mining readers to the ruinous depreciation which had taken place in the standard of copper ore, in the face of the great demand and remunerating price which notoriously existed for the metal itself—since we investigated the causes of this depreciation, and pointed out what was, in our judgment, the best, if not the only, remedy for this anomalous state of things. Since that time we have frequently returned to the subject, glancing at it in other points of view, and showing the futility of the only answer which had been attempted to our remarks. On looking back at the result of our labours, there are several points which we contemplate with satisfaction; we feel that we have fulfilled the duty which we owe to the mining interest—we feel that we have awakened it to facts of deep importance to its welfare—that our sentiments have met with very general approval from our readers, as shown by the numerous letters of our correspondents on the subject (one of which we have much pleasure in referring to in our columns of to-day), and that one great step has been taken towards the removal of those evils which we have pointed out.

All this is very satisfactory—in fact, as a mere preliminary proceeding, it could hardly have been more so; still our readers must remember that it is but a first step, and that it will be of no value unless a second and a third be taken. This, then, is what we would now urge upon all who are interested in British Copper Mines; they have had our sentiments, and may ever depend upon our advocacy and assistance. Their attention has been aroused, and a very general concurrence of feeling prevails among them. Why, then, do they not meet?—Why do they not deliberate and act for themselves? for without action all is useless. It was observed by a correspondent in our last Number, that the subject "is of no less importance to the counties of Devon and Cornwall than that of a railway, and perhaps more loudly calls for a public meeting than a railway or any other local consideration." Without a public meeting, or some general demonstration of feeling and union of action among copper miners, we are convinced that little or no good will ever be accomplished—in fact, it was anticipated in some of our earliest remarks on the subject, that "previous to our further notice some meeting would have been held, or some first step taken, however small, towards the accomplishment of an object of such vital importance to the copper mining interest of the county."

We now, then, call upon the copper miner, as we did before, to stand forward and protect his own interests. We have done our part—let him do his, and our best assistance may be depended

upon. Let some half dozen persons interested in copper mining meet together in a private manner and discuss the subject—let them form a committee, and devise a plan for their own protection—let them forward circulars to their immediate friends, informing them of the step that has been taken, and soliciting their co-operation. This is what should now be done, and we hope, among our numerous readers, some will be found bold enough for the measure we have recommended—the only plan by which their interests can be effectually protected.

It has too often happened that the real benefactors of mankind—those men whose inventions or discoveries were destined to produce the most important effects as regards the happiness and amelioration of the whole human race, have passed neglected and unrewarded through life, and have received the scanty and ill-timed reward of their labours in posthumous honours only. It is, therefore, with feelings of the highest satisfaction that we see those instances of a contrary nature, which are now, happily, of more frequent occurrence, where men yet in the prime of life are in the full enjoyment of those rewards and honours which are such powerful incentives to the execution of great and difficult undertakings.

Among the most recent and remarkable instances of the latter kind are two, which must be familiar to our readers, GEORGE and ROBERT STEPHENSON, the distinguished father and son, to whose abilities the introduction and progress of railways are mainly owing—and a prouder boast than this we can scarcely imagine. It has seldom happened that a tribute has been paid to living worth and genius, more honourable in its character, and attended by a more genuine effusion of honest warmth and good feeling, than the entertainment given on Saturday last, at the Albion Tavern, to these distinguished men, when a splendid service of plate, 1250 guineas in value, was presented to Mr. ROBERT STEPHENSON, by a body of men with whom he has for years been closely connected—the subscription having been formed by railway contractors. A report of the dinner, and the proceedings connected with it, will be found in another column, but the occasion was so interesting that we cannot forbear remarking upon it here.

It has fallen to the lot of few men to occupy a prouder and more gratifying situation than that which was enjoyed last Saturday, both by Mr. ROBERT STEPHENSON and his venerable father—a situation, the honours of which were self-earned and spontaneously expressed, as proved by the numerous assemblage of gentlemen, which filled to overflowing the great room of the Albion, and the magnificent and enduring token of approbation which was presented by the company to their distinguished guest. The relation in which Mr. ROBERT STEPHENSON has been placed, both with regard to his brother engineers and to the great body of railway contractors, has been one of much difficulty and embarrassment—one in which few men could have acquitted themselves so as even to avoid unpleasantness and ill-will; it is, therefore, the more gratifying, and the more remarkable, when we find that his conduct has secured him their respect and affections, and has called forth so splendid a tribute of regard and admiration. The speeches which were delivered after dinner will be found briefly but effectively to illustrate the difficulties to which both engineers and railway contractors are continually subject—difficulties of which the public are but little aware, and which furnish the best explanation of that heavy excess of expenditure which has so often caused loss and disappointment to the too sanguine railway speculator.

We are not among those who would endeavour to palliate or excuse erroneous estimates, we know well the mischief they occasion, and are thoroughly impressed with the conviction that engineers best study their own interest, and that of their employers, by allowing a large margin of expenditure, and arriving as nearly as possible at the real facts of the case. We would say, even further than this, that estimates ought in future to come much nearer the mark than they have previously done, and that there will be much culpability on the part of engineers if they do not profit by the experience of former errors. Still, with all these feelings, we must consider it as only fair—as only meting out justice to the engineers of the present day—to point out that they have been engaged in the execution of vast and unprecedented works, the contingencies and results of which have baffled all the sagacity and calculation which could be bestowed, and that much censure has been thrown upon them most undeservedly by those who have never considered the difficulties of their position, or who have been, in fact, quite unable to appreciate them, even if ever so clearly pointed out and explained.

This subject was very feelingly and properly touched upon by Mr. STEPHENSON, in returning thanks to the company assembled. He appealed, in alluding to it, to the railway contractor, than whom there can be no better judge of the difficulties which an engineer experiences, and of the ability and integrity with which he encounters them. He observed, with reference to some of the great works on the London and Birmingham Railway, that he was naturally led to a subject of rather a delicate nature—"engineers' estimates"—to which he alluded, because the gentlemen present were the most competent judges of the contingencies to which they were subject, having themselves experienced them, and had to meet them by their own resources. It had been said, he continued, that intentional mistakes had been made, and that these great works have originated with directors, lawyers, engineers, and other adventurers, but he was willing to believe that such remarks had originated in ignorance. He concluded by triumphantly pointing to the end of these great works, and the effects they are now producing throughout the kingdom, as a more proper point of view than ill-natured, and often incorrect criticism, on the mode of their commencement. We must, however, refer to the speeches themselves, which will be found to abound with both feeling and sensible remarks, which will interest all who are connected with railway undertakings.

Public attention has for some time past been directed to the use of anthracite, or stone coal, for various purposes, to which no doubt has existed in the minds of those acquainted with its peculiarities, it could, with proper attention, be beneficially applied.

Its use for steam vessels in particular has been tried of late with much ingenuity and perseverance, and we are pleased to see that perfect success has attended the endeavour. The steam vessel, called the *Anthracite*, now plying on the Thames, has, as will be seen by an article in another part of our columns, fully realised the expectations of the spirited company who have taken up the subject, and we anticipate much benefit to steam navigation will result from the experiment.

We adverted in our last to a dreadful colliery accident resulting from the diabolical act of some monster in human form, partially severing the rope by which the men descended into the pit, and our present Number records a somewhat similar accident, by which four lives were lost, by the accidental breaking of a chain in one of the Derbyshire coal mines. Although, happily, free from the atrocity of the former accident, there is much to reprehend in the present case, as it is evident that, had proper attention been given to the state of the chain, the accident might have been avoided and the loss of life prevented. Not only is this apparent on the face of the thing, but it was ascertained by the coroner's jury that the chain was not in an efficient and trustworthy state. We hope the matter will be thoroughly investigated, and that the parties who are to blame will not escape without a public and merited reproof for their shameful negligence.

THE FUNDS.

CITY, FRIDAY EVENING.

We are, unfortunately, compelled to report of City matters in the same unsatisfactory language as for weeks, or indeed for months, past. The same stagnation of business—the same tightness of the money market still prevails, and we fear some time must yet elapse before any sensible improvement can be expected. Shares, of course, continue low, and but little business doing in them; this, however, cannot always last, and the fewer sacrifices which are made in the present unsatisfactory state of the market, the better it will ultimately be for the holders of all good concerns. Consols closed at 90 1/2 money and account. The Three-and-a-Half per Cent. Reduced Annuities 97 1/2, and the New Three-and-a-Half per Cent. 98 1/2 money. Bank Stock 178 1/2. Exchequer Bills 1 7 dis.; smaller 4 3 pm.; and small 2 pm. to par.

Spanish Bonds, with May Coupons, 25 1/2; Passive 6 1/2, and Deferred 11 1/2. Portuguese New Five per Cent. Bonds 32 1/2; Brazilian 72 1/2; Colombian 30 1/2; and Mexican Six per Cent. 29 1/2. Dutch Two-and-a-Half per Cent. 52 1/2 money, the Old Fives 97 1/2 98 time, and the New Loan 95.

LATEST INTELLIGENCE.

TRURO, Nov. 21.—Average standard, 104 1/2. 17s.—Average produce, 7 1/2.—Average price, 4 1/2. 19s. 6d.—Quantity of ore, 4328.—Quantity of fine copper, 318 tons 15 cwt.—Amount of money, 21,533 1/2.—Average standard of last sale, 103 1/2. 16s.—Produce, 7 1/2.

CITY, TWELVE O'CLOCK.—Consols, Money, 90 1/2; Account, 90 1/2; New 3 1/2 per Cent., 98 1/2; Three per Cent. Reduced, 89 1/2; 3 1/2 per Cent. Reduced, 97 1/2; Long Annuities, 13 1/2; Bank Stock, 178 1/2; East India Stock, 251 1/2; Exchequer Bills, 7 dis.—Birmingham and Derby Railway, 22 20 dis.; Blackwall, 3 1/2 3 dis.; Brighton, 14 1/2 1/2 dis.; Eastern Counties, 11 1/2 1/2 dis.; Greenwich, 12 13 per share; Great Western, 8 1/2 7 1/2 dis.; London and Birmingham, 50 52 pm.; New, 16 1/2 17 pm.; Manchester and Leeds, 6 8 pm.; South-Western, 38 9 per share; York and North Midland, 6 8 pm.—London and Westminster Bank, 1 1/4 pm.; London Joint-Stock Bank, 1 1/2 2 pm.

PAICES OF SHARES AT LIVERPOOL.—Grand Junction Railway, 199 1/2. London and Birmingham quarter shares, 22 1/2; new shares, 30 1/2 10s.; Manchester, Bolton, and Bury Canal and Railway, 34 1/2 17s. 6d.—Albion Bank, 21 1/2 7s. 6d.; Liverpool, 8 1/2 2s. 6d.; Liverpool Union, 12 1/2 15s.—Asphalte (Liverpool), 14s.—Gore's Liverpool Advertiser.

PAICES OF SHARES IN BIRMINGHAM.—Birmingham Banking Company, 22 1/2 5s.; Birmingham and Midland, 44 1/2 7s. 6d.; Coventry Union, 7 1/2 10s.—London and Birmingham Railway, 142 1/2; ditto quarter shares, 22 1/2; ditto 32 1/2 shares, 31 1/2; Grand Junction 199 1/2; Manchester and Birmingham, 16 1/2 5s.; Great Western, 57 1/2 10s.; Birmingham and Derby, 60 1/2; Birmingham and Gloucester, 31 1/2; Midland Counties, 53 1/2; North Midland, 77 1/2 10s.; Leeds and Manchester, 67 1/2 10s.; ditto half shares, 19 1/2; London and South-Western, 38 1/2 15s.; Eastern Counties, 7 1/2; London and Greenwich, 12 1/2 10s.; London and Brighton, 16 1/2.—Old Birmingham Canal, 219 1/2; Warwick and Birmingham, 265 1/2.—Birmingham and Staffordshire Gas Company, 73 1/2.—Birmingham Plate and Crown Glass, 4 1/2 5s.—Birmingham General Cemetery, 12 1/2 10s.—Birmingham New Mill, 1 1/2 12s. 6d.; Old Mill, 5 1/2 11s.—Broad-street Brewery, 29 1/2.—British Alkali, 30 1/2 10s.—Midland Counties Herald.

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 14th inst. was as follows:—Silver coin to Hamburg, 246,081 oz.; British West India, 2400 oz.; Mogadore, 2500 oz.

BANK OF FRANCE.—The charter of the Bank of France is about to expire, and, as the bank is desirous of having it renewed, and of overcoming the terrible competition of M. Lafitte's bank, several important improvements, highly beneficial to trade, have been gradually introduced, in order to obtain the approbation of the chambers, as well as the support of the principal Paris merchants. It is by no means unworthy of the attention of foreigners to observe the improvements introduced into the Bank of France, which was stationary, at least, if not retrograding. For the last two years it has issued bills of 500f. and upwards, payable to order, and capable of being indorsed. Merchants residing in the vicinity of the city can have their bills discounted if made payable in Paris. It also discounts bills of 300f. and upwards on Montpellier, Rheims, St. Etienne, and St. Quentin, where branch banks are established, on paying ten days' interest. Another immense improvement is its allowing the Marseilles Bank to cash bills on Toulouse and Lyons. This had long been refused, and Bourdeaux, Lyons, and Havre will, ere long, claim the same privilege. All this leads us to hope a new commercial era before long, and we should have had it already, had it not been delayed by the fatal occurrences which have happened in the United States.

MARINE STEAM-ENGINE BOILERS.—M. Couste proposes to adapt an apparatus to the boilers of marine engines, supplied with salt water, by which the crystals of common salt are removed as fast as they are deposited on the heated surfaces of the inside of the boiler; and he hopes by his invention to avoid the loss of heat, which is occasioned by the process at present employed for getting rid of the salt, in blowing off a quantity of the hot saturated solution at stated intervals.—*Athenaeum*.

NEW ENGINE.—A gentleman of this town informs us, that he has invented a new engine, immensely superior in every respect to the old steam-engine. The power is created by air and steam. It will consume only one-half the quantity of fuel of the old one; and the rapidity by which a vessel propelled by it will sail will enable it to perform a passage to America in six days. Owing to a particular way in which the power acts upon the vessel, twenty miles the hour can be realised with the greatest possible ease. The weight of machinery will be only one-half that required by the old steam-engine, and, instead of straining and weakening the ship, will brace and strengthen it. By this method the steam power is more than doubled.—*Liverpool paper*.

AMERICAN LOCOMOTIVES.—A prospectus of Messrs. Baldwin, Vall, and Hufty, of Philadelphia, has been circulated in this country, offering to supply England, Germany, &c., with locomotives of 12 1/2-inch cylinders for 1646 1/2, 12-inch for 1543 1/2, and 10 1/2-inch for 1337 1/2 10s. An additional sum of 1710 dollars will purchase duplicate driving wheels, axle, and eccentrics; tenders and truck wheels and axles; a set of brasses, and twenty copper tubes. If five engines are ordered at once, these gentlemen promise to leave in the hands of the purchaser, for twelve months, 100f. for every engine, as a guarantee that the expenses of repairs for the first year, if the engines do not run above twenty miles an hour, and over 100 miles per day, shall not exceed five dollars.

ORIGINAL CORRESPONDENCE.

ON THE PRESENT LOW STANDARD OF COPPER.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I have witnessed with great pleasure your unflinching advocacy of the rights of the miner, and more particularly that portion devoted to copper mining, during the late, and in spite of all that has been so strongly urged, continuous depression of the standard, by which our mines are suffering most grievously. It is surely not too much for the miner to expect, in return for the notoriously great advantages derived by the copper smelter, a fair and equitable treatment in his sales of ore. This, however, in the absence of the only justifiable cause of a reduction of price in fine copper, or a falling off in the demand, is not granted him—and why? The only apparent reason is in the monopoly or control of the trade possessed by two or three leading companies, and which, until good and tangible proof is adduced to the contrary—a proof that, if it exists at all, can easily be brought to bear on the question—will continue to be the point of belief with men whose interests are so seriously depreciated by the line of conduct adopted by the copper smelters.

With reference to the proposed remedy of a miner's smelting company, its success must depend upon efficiency and experience in the management—a point which, with proper precaution at the outset, could be well secured. The works and operations should be on a most extensive scale, for without this no advantages of importance can be relied on, taking into consideration the powerful means and appliances of the leading companies. It would also appear that the method most likely to secure to the miner the best terms for his produce, would be still to continue the biddings at a ticketing, by which a more free competition would be elicited, and the operations of the proposed company rendered more independent and unshackled by too intimate a union with the miner, who would, nevertheless, have fair and ample opportunity of checking any attempt at a collusion, by which his interest would be placed in jeopardy.

It cannot be urged, for past experience has proved the contrary, that the smelter, who is also a miner, receives at ticketings, or even in more private purchases, any advantage over those who, not being miners, are only interested as smelters and purchasers. I fear it would be too much to expect that the new company, if established, will be allowed to proceed without the strenuous opposition and confederacy of interested companies. Such has been the case with every attempt to disturb a monopoly; and to illustrate this may be quoted the words of Pryce, from his "Mineralogia Cornubiensis," written on a similar subject, viz., the establishment of a smelting company at Hayle, about eighty years since. He says—"The author very well remembers the combinations which were formed to overthrow this laudable effort. The companies left no method unsought to traduce the credit and stab the vitals of this undertaking. Threats and remonstrances were equally used to oblige or cajole the owners of the mines to abandon or suppress the new company at Hayle. The opponents of this association using every expedient to mortify the spirit of this arduous undertaking, alternately raised the price of copper ores, and lowered the value of fine copper, to the great loss of the contending parties, which will ever be the case where monopolies are disturbed and the almighty power of opulence can prevail. But happening to have men of fortune and capacity at their head, they were founded in prudence, and withstood the shocks of power and artifice."

Knowing how intimately the best interests of my native county are blended with the success of her mines, which, from their great depth and expensive workings, cannot be prosperous without a fair and equitable treatment from the purchasers of its staple commodities, I have watched with great interest the progress of the discussion originated in your valuable Journal, which is truly the "Miners' Friend."

I am, Sir, your obedient servant,

CORNUBIENSIS.

November 19.

[Some remarks upon the subject of our correspondent's letter will be found in another column.—Ed. M. J.]

NEW ROTARY STEAM-ENGINE AT THE BRITISH ALKALI WORKS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Some time ago an announcement was made in your Journal of a new rotary steam-engine which had been invented and set to work at the British Alkali Works, at Stoke Prior, near Bromsgrove—if any of your correspondents can afford any information on the subject I should be glad, as now ample time has elapsed to prove the machinery one way or the other.

I am, Sir, yours, &c.,

London, Nov. 18.

C. C.

ON THE APPLICATION OF WATER TO ANTHRACITE FIRES. [FROM A CORRESPONDENT.]

All persons who have been much accustomed to the use of anthracite for fuel, seem to entertain an idea that the application of water has a beneficial effect. It is the invariable custom of the old inhabitants of the districts where no other fuel is used, to wet the coal before putting it on the fire. A wet paste of small coal, mixed with clay, makes a more lively and pleasant fire than stone coal alone. This must arise from the clay retaining a portion of the water until decomposed by the ignited carbon of the coal producing the gases, carbonic oxide, and carburetted hydrogen. It has been suggested, that the application of the vapour of water to anthracite fires in steam-boilers would supply the gaseous or volatile properties of bituminous coal; there is, however, much difficulty in the perfect development of the principle, arising from the compact structure of the coal, and the close manner in which the pieces of coal seem to adjust themselves in the fire. It is necessary that the coal be kept in an active state of combustion while the vapour is passing through, but so little passage being allowed through the fire, when the vapour of water is applied, it shuts off the supply of air, consequently the combustion is diminished. It requires both a very high temperature and a large quantity of pure air, with a full quantum of oxygen, to consume carburetted hydrogen—the most important of the two gases. Carbonic oxide burns at a very low temperature, and produces little heat. A quantity of flame may easily be produced by steam passing through an anthracite fire, but it is chiefly that of the latter gas, the former being volatilised without burning, and its powerful effect, consequently, lost. Besides the air necessary to keep up the combustion of the coal in the fire, a large quantity is necessary to consume the gases, and that, too, at a high temperature. It appears impossible to attain these results with a common draught.

The writer, after considerable experience, is decidedly of opinion that anthracite cannot be used with advantage in ordinary boilers without a blast. When a blast is used, although it may be difficult, yet it is not impossible, to devise a method of producing the full effect from the application of water to an anthracite fire; it is a subject of vast importance, and well worthy the attention of young mechanics and engineers—a fine field for the exercise of their ingenuity. It is quite certain that some anthracite contains 95 per cent. of pure carbon, and were it possible to render the entire effect of this available, certain portions of it converted into volatile inflammable matter by its union with the elements of water, and steadily and continuously applied to the tube or flues of a boiler without loss, anthracite might be considered as a species of concentrated fuel—an invention of incalculable value for steamers going upon long voyages. When anthracite is used for blacksmith work, there is abundance of heat, but a large quantity of clinder is formed; this clinder has generally been considered as a mere oxide of iron, but it certainly contains carbon. It is the same clinder which is produced in large quantities in the refining process of the iron works. Possibly oxygen and carbon, in the proportions to form carbonic oxide, are combined with the iron. A minute quantity of water running into a blacksmith's fire, when using anthracite, would remedy this—the presence of hydrogen preventing, in a great measure, the formation of the clinder. It is an axiom in the north of England, that a good gas coal is a good smith's coal, and vice versa. It will be quite impossible to manufacture malleable or bar-iron of good quality, using anthracite for fuel, without the application of the vapour of water. This is a subject of the deepest interest to parties embarking in iron works, where anthracite must be used for fuel. A patent for producing gas, by passing steam through a retort charged with anthracite, has been taken out by E. O. Manby, Esq., C.E., of Swansea—a gentleman possessing a thorough local knowledge of the anthracite district of South Wales, and who has had the best opportunities of judging of the powers and capabilities of the coal. He produces gas of great illuminating power rapidly and abundantly, which requires no purification. It seems

likely that the distinguishing feature in the difference of the several varieties of coal depends upon the presence of the elements of water, either entire or in varying proportions, that are combined with the carbon—anthracite being quite free from them. It is a fair speculation to imagine that the anthracite veins of coal at some period possessed bituminous properties, but that being more immediately acted upon by volcanic commotion, all volatile matter was expelled, while extraordinary pressure being applied, left the coal a solid compressed mass of carbon, constituting the peculiar characteristic of anthracite.

USE OF ANTHRACITE COAL FOR STEAM NAVIGATION.

THE SOUTH WALES COAL-FIELD.

An interesting experiment is now in progress on the Thames, having for its object the profitable consumption of a long-neglected mineral, which exists in vast quantities in Great Britain and Ireland—anthracite coal. From the turn which this investigation is taking, it is difficult to decide at present which, of all the parties concerned, are likely to derive most advantage; the landholders, miners, and shippers directly interested in the supply; the immense body of consumers, including all engaged in the production of steam; or lastly, the passive public, who have hitherto been enveloped by the smoke evolved in the process. Those pursuits or residences bring them or keep them in contact with steam-navigation may congratulate themselves that they are likely to derive some immediate benefit from the innovation; for one happy practical result will be, the destruction of that great locomotive nuisance—smoke.

Before proceeding to describe this experiment it may be well to answer two questions which will rise up in the mind of every intelligent reader—what is the peculiar character of anthracite coal? and why has it not been brought into use before?

The Welsh anthracite differs from the ordinary Newcastle coal in use in the metropolis in containing no bitumen, and consequently producing no flame, no gas. It is therefore difficult to manage in a common open fire-place; it requires great patience in the lighting, and still greater forbearance after it has been kindled, for the use of the poker extinguishes it. Those acquainted with its habits, and obliged by necessity to conform to their own therapeutics, find by refraining from disturbing it, they enjoy a splendid and intense fire all day. But this self-denial cannot be expected to be found in more than one in a thousand of those important potentates whose poker is their sceptre; and consequently anthracite is ostracised from all culinary precincts; in short, is banished from every domestic hearth by the mere presence of the poker, which is, as the doctors say, "a specific in its case."

It has hitherto been rejected by manufacturers and steam engineers also on another account. When thrown on the fire it remains black for a time—then it cracks, flies about, and reduces itself to small fragments; in fact it puts it out in the manner that sand or gravel would if similarly thrown over it, by excluding the air above, and preventing its passage through the fuel from beneath. It was tried in the locomotive engine fire-places of the ordinary construction as a steam-boiler fuel, and great advantages were expected from the strong draught induced by the motion on the railway; but the fuel was scarcely heated through, when crack—it was scattered and carried up the chimney, rattling like peas until it choked the draught. This "deception" is believed to be occasioned by the entanglement of minute quantities of air or water, or both, in the body of the anthracite coal. When expanded by heat it acquires an explosive force, and hence all the mischief.

Thus, until lately, a great coal district of South Wales (not to speak of other anthracite coal-fields at present, as all have their peculiarities) lay comparatively unworked. This district comprises the coal-fields of the counties of Glamorgan, Carmarthen, and Pembroke, extending a distance of about sixty-five miles in length, and between five and six in width on an average (in fact, about one third of the entire coal basin of South Wales), and is in itself calculated to contain six thousand millions of tons of coal. This mass lies adjoining the great limestone ridge of Llandilo on the north, from Irwin on the east to Kidwelly on the west, then crosses Carmarthen Bay into Pembroke, where it is supposed to be of the best quality. Its southern boundary appears across the vales of Neath, Swansea, Amman, and Gwendreath. Accompanied as it is by the iron and limestone formations throughout its extent, the attention of the iron masters was early turned to it, but for a long time it resisted every effort to make it available to the reduction of the ore. At length the matter was looked into scientifically, and it was found that the anthracite was only unmanageable when suddenly heated; that when gradually warmed, set fire to separately, and worked with a hot blast instead of a cold one, it formed an economical, most effectual, and even a superior fuel in the great iron furnaces. The result is, that anthracite property has, within the last three or four years, increased between nine and ten times in value! Three large iron works are already established, and smelting ores with anthracite coal in the Neath and Swansea vales; and three other extensive furnaces are in the course of erection in the vales of Amman and Gwendreath.

The success of these trials stimulated parallel experiments in other branches of manufacture. Anthracite was analysed, and found to contain only about 55 per cent. of earthy matters (instead of from 12 to 17 per cent., like ordinary flaming coals), and that all the rest of it was pure carbon. This was a great theoretic point in its favour, but still the provoking report was made, after each experiment, that "it would not burn." The experience of the iron masters, however, had proved the contrary, under better management, and a fire-place was at last invented by a Mr. Payer, which exactly suited its peculiarities, enabling it to become slowly heated up to the burning point, and preventing its disturbance afterwards. This arrangement is very simple, and easily applied to steam-boilers. As no smoke appears, at first sight it strikes the observer as if the coals to be burnt were thrown down its short chimney until it was completely choked; but on looking more closely, he perceives that this strange-looking little chimney is the "feeding funnel" by which the anthracite is propped up in a tall heap over the fire and resting on it, where it remains with its lower stratum growing hotter and hotter till it kindles; then, as the burning mass on the grate beneath is gradually consumed, the layer just in contact with it sinks quietly into its place, where it in turn becomes fully ignited, and so on. The red-hot burnt air (not flame) is carried round about and through the steam boiler by flues as usual, and then flies off, without a particle of smoke to mark its progress, through the real chimney at the other end of the furnace.

When so much had been satisfactorily accomplished, and the power obtained of raising steam in any quantity by anthracite coal, it was determined to build an iron steam-boat on the exact model of the four improved vessels already running on the Thames (*Daylight*, *Moonlight*, *Starlight*, and *Twilight*), to ascertain the value of this new fuel by direct comparative experiments. This greater *pus* has been accomplished by a company formed for the purpose, and the trials have now been begun in a locality where the results cannot fail to be appreciated. The perfect absence of smoke from the chimney of the *Anthracite* (or so the new iron steamer has been named) is a phenomenon perfectly refreshing to the eyes, noses, lungs, and palates of all who frequent the river or its banks, of late years, alas! the region of filthy smoke clouds, emitted by the omnibus steamers to save a daily trifle that would be lost by the consumption of coke. As so much, then, depends on the comparative cost of articles in competitions of this kind, some pains have been taken to ascertain whether anthracite stood a fair chance of preference in point of economy as well as of cleanliness. First, as to coke, it appears that the ordinary quality obtained from the gas works can be had at 29s. per ton; good coke, prepared purposely, at 42s. per ton; anthracite coal can be had at present in the Pool at 27s. per ton; but if a regular trade were organised, it is believed that it could be obtained for much less. It is delivered even now at the shipping port in Wales at 12s. per ton. Experiments recently made have ascertained that one ton of anthracite, burnt in a proper fire-place, will raise as much steam as one and a quarter ton of common coke. This fact, therefore, places the latter fuel at a serious discount, even at present rates, as it would require 36s. worth of coke to do the work of 27s. of anthracite. The trials against flaming (or rather smoking) coals are yet to be made, and arrangements are in progress to conduct them with satisfactory accuracy. One point seems, however, quite clear respecting the comparative values of these rival smokeless fuels. If the anthracite shipments obtain encouragement, it will find its way to the Pool at much lower rates (some calculate at 22s. per ton), whereas, if the consumption of the common coke were increased (suppose by any legislative provision against the issue of that "circulating medium," smoke on the river) the gas works would speedily raise the price, as they do occasionally on an extra demand occurring. Besides, the production of this article is limited, and the cost of coke would, ere long, be chiefly regulated by that of the dear and superior quality, prepared independently of gas works.

The *Anthracite* made an experimental trip from Hungerford-stairs to Woolwich and back again on Monday last, with a number of scientific and professional men on board, amongst them the writer of this article, who made a point of viewing everything with his own eyes; although he must do the parties concerned the justice to declare that they afforded every possible facility to arrive at the facts, and appeared to desire nothing better than the most complete publicity.

The grand novelty—the furnace for burning anthracite to raise the steam (on which, indeed, the entire success of its application as a fuel must depend) is secured by patent, and the legitimate object of the company is to introduce it into every steam-boat, by the simple argument that it will enable it to burn a smokeless fuel—a cheaper and a more effective article than the ordinary smoking coal.

As all travellers by land and by water will doubtless wish them "God-speed," they will be glad to learn that the opinion of the critical party who witnessed the performance of the *Anthracite* was highly favourable, so far as the experiment went. "The conduct of the new furnace" was, of course,

the chief topic of attention, and was examined and watched with scrupulous attention. Although the boiler is small, it sufficed to generate an abundance of steam; in fact, the engine was working at forty-five strokes per minute, which is said to be something above the proper speed. The peculiarities of the fuel were very striking. Its power of conducting heat is so trifling that the upper surface of the mass in the feeding funnel right over the fire gave no indication of the heat beneath; and when the fire-door below was opened for an instant (contrary to rule) to allow incredulous amateurs to take a peep, they still beheld black coals resting on the surface of the red ones. The fire-bars are laid sloping away from the funnel, so that as the fuel descends it spreads evenly over the extent of the grate without the aid of a stoker. No slag or clinker results from the fuel, and the few clinders which fall through the narrow bars still contain so much carbon that they are thrown into the feeding funnel again. The little stoking-room (*lucus a non lucendo*), more properly the engine-room, is from the absence of all meddling with the fire only of a comfortable temperature—an advantage on a tropical voyage, to be fully estimated by those who have stoked half their livers away on board the *Atlanta*, the *Herminie*, the *High Landay*, &c. In fact, there are no "stokers" on board the *Anthracite*; the ordinary crew can throw the coals into the funnel, and take out the few clinders beneath at their leisure. The "fire-doors" are never opened to feed the fire, as all that goes on upon deck through the funnel (as millstones are fed through a hopper, but this does not hop), and consequently the fire is never half extinguished (as in ordinary fire-places) by a fresh supply, with the necessary evil results in addition, of steam checked, power lost, and smoke emitted. The combustion of the anthracite goes on smoothly and equally, like that of the oil in Parker's new lamp, which is heated almost to the boiling, or rather burning point, before it is inflamed in the wick. Mr. George Renzie, who seemed to take a great interest in the experiment, caused the fuel to be weighed during the trip, and found that the quantity for producing the effect of one horse power for an hour was 64 lb.; but this, from the short duration of the experiment, can only be looked upon as an approximation. Much yet remains to be ascertained, but the power of anthracite to raise sufficient steam is no longer doubted.

In the practical conversation which was freely entered into throughout the trip, four great points were admitted as special advantages resulting from the employment of anthracite in steamers:—

1. The coolness of the engine-room as aforesaid, and the preservation of the health of all occupied with the machinery, render it peculiarly suitable for voyages in warm climates.
2. The natural compactness or condensation of this coal (the steam-producing power being directly proportioned to its purity) will enable trading steamers to make longer voyages with the usual weight of fuel, or, in going their ordinary voyage, to make more room for stowage of the cargo.
3. To diminish the cost of fuel for steam navigation by bringing into the market not only the anthracite coal-fields of Great Britain and Ireland, but also those of the United States. It will considerably diminish the cost and risk of a Transatlantic trip to be certain beforehand of finding in the port of New York a supply of anthracite from the Pennsylvania collieries fully equal to our own.
4. In time of war the absence of smoke may be of the greatest moment in concealing the approach of an armed steamer, or rather in not betraying its existence as such to the enemy. If this exemption from cognizance as a craft possessing the power to

"Walk the waters like a thing of life,"

were combined with a positive prevention of danger to the machinery similar to that afforded by Smith's "screw propeller," which works quite under water (and which is the invisible motive-power of his new vessel, the *Arctimedes*), the combination would probably be invincible. Certainly it would place a single-armed steamer very much at her ease, even in the vicinity of a hostile fleet of ordinary sailing frigates of the old school of naval architecture. —Times.

PROCEEDINGS OF PUBLIC COMPANIES.

ROYAL BANK OF IRELAND.

A meeting of the proprietors of this bank was held on Wednesday, the 13th inst., at the company's house, Foster place, Dublin.

JAMES DAWSON, Esq. (of Kingstown), in the chair.

The meeting was most respectfully and numerously attended. On the chair being taken, the SECRETARY (Charles Copland, Esq.) read the following REPORT.

The directors, in meeting the shareholders for the third time, have the satisfaction to be able to report that the affairs of the bank are in a healthy and progressively improving condition—an opinion in which they trust the shareholders will coincide, on reviewing the following statement, viz.:

The paid-up capital on the 31st August, 1859, was	£200,000 0 0
The net profits of the year, ended at the above date, after payment of the ordinary expenses, and deducting all bad and doubtful debts, amounted to	13,994 19 9
Out of which the shareholders have received two half yearly dividends at the rate of 5 per cent. per annum, amount	£10,400 0 0
And there has been allocated, towards the reduction of the original outlay for bank premises and good will of Sir Robert Shaw and Co.'s business	500—10,940 0 0

Leaving a surplus on the year of	£2,654 19 9
The reserve fund, as stated at the last annual meeting, was	7,771 0 0
Deduct sum then voted to the directors as remuneration for their services	1,000 0 0
Adding surplus on the present year, as per preceding statement	£9,425 19 9

Making a reserve fund at this date of £9,425 19 9.

The directors took occasion to remark, in their last annual report, that their anxious attention would be given to any proceedings of the legislature affecting the interests of joint-stock banks—and, in accordance with that pledge, they did not fail to place before the Government a correct exposition of the disabilities which the charter of the Bank of Ireland imposed on all joint-stock banks carrying on business within a circle of fifty miles around Dublin; and they obtained from the Chancellor of the Exchequer an assurance that the general question should be brought before Parliament at a very early period of the session.

The delay which took place in the introduction of the government measure—the limitation of that measure to the single question of the temporary renewal of the Bank of Ireland charter, and its fate, are subjects of too much notoriety to require any further allusion to them here; and although the directors regret that the acquisition of some important privileges to this establishment should have been postponed, yet, they hope, that the delay may be productive of a more enlarged discussion of the laws affecting banking institutions generally, and that while such measures may be adopted as shall secure the public from the dangers attendant on the growth of phenomenal companies, and preserve the purity of the great joint-stock principle, the advantages to your bank may be rather enhanced than otherwise.

The unsatisfactory system of credit prevailing in the United States of America, and the unsettled state of our home currency, combined with the defective condition of the harvest, have had a manifest tendency to unsettle the public mind, and to embarrass all commercial undertakings.

The state of excitement which has, consequently, existed in the commercial world for some months past, has occupied the serious attention of the directors, and, in their opinion, calls upon all parties connected with mercantile affairs, for the exercise of the most deliberate caution.

While, therefore, the enhanced value of money created by this state of things has been productive of decided advantage to this institution, and, will, it is hoped, be the means of such an augmentation of its profits as shall be commensurate with the just expectation of the shareholders, the directors, feeling it to be the duty of those having the control of monetary affairs to exercise, under present circumstances, a more than ordinary degree of circumspection, think they will best consult the interests of the proprietary by making the desire of gain secondary to the preserving the assets of the bank in a sound, convertible, and independent position.

A PROPRIETOR moved that the report, which was most satisfactory and cheering to the proprietors, be received and adopted by the meeting.

—The motion having been seconded, passed unanimously.

The CHAIRMAN said, as this was their annual meeting, if any proprietor had to put a question, now was the time to do so, and he would willingly answer any put to him. He was happy to be able to inform the meeting that the business of the bank was in a most prosperous condition. The amount of discounts for the last year had been nearly half a million, while their bad debts had considerably decreased. Their bad debts the first year exceeded 660l., in the second year they were 650l., and in the present only 250l., out of which they were to receive dividends.

A PROPRIETOR—We shall get at least half that sum.

The CHAIRMAN continued—We are much in confidence; the amount of discounts added considerably to the profit of the proprietors, but it should be observed that it was not for the profit of the proprietors alone that the bank had given the accommodation, it was for the use and benefit of the honest and industrious mercantile classes also, who, by making deposits, secured themselves in the time of pressure, and made their funds available. After a few observations, the chairman concluded by saying that since their commencement in business, with the exception of the Provincial Bank, they had been more prosperous than any other banking establishment in the city.

Mr. HENRY PERAY moved that the sum of 850l. be given to the Irish directors for their services during the past year.

A discussion ensued, in which Mr. Read, Mr. Dwyer, and Mr. Boyce took part, relative to whether Mr. Smyth should be awarded anything for his services—after which Mr. PERAY asked if the company had felt any inconvenience from Mr. Smyth's (the English director, who has called to 4-1/2 times to the establishment) absence from the establishment?—He was

answered in the negative; and after a short desultory conversation, it was agreed that the sum of 100l. be given to Mr. Smyth for nine months' services.

Mr. DWYER thought they should not act like the generality of the world, by throwing away their friends when they had done with them. English directors were necessary, and also English shareholders.—CHAMMAN—There are 150 Irish shareholders for 60 English.

Mr. DWYER continued to say that it was necessary to have Englishmen, of capital and established credit, shareholders in the bank; they would create a confidence in the English proprietors, which, if altogether in Irish hands, would not exist. It should be remembered that Englishmen joined them with capital at their commencement, and if the establishment has now grown rich, should these people be cast off? He hoped that such would not be the case.

A desultory conversation then took place, after which a vote of thanks was passed to the chairman, the directors, and also to the proprietors.

SOUTH-EASTERN RAILWAY COMPANY.

In our last we gave a full report of the proceedings of the usual half-yearly meeting of the shareholders of this company, and now subjoin the directors' report, presented at the same, of which we were unable to obtain a copy in time for our last publication:—

REPORT.

The report of the directors, laid before the general meeting of the proprietors in May last, gave the state and progress of the works then in hand, and reference was made to the proceedings then pending before Parliament, to enable this company to form a junction with the Brighton Railway at Redstone Hill. Since then the sanction of Parliament has been obtained to these measures, and the questions which have so long embarrassed the progress of this company in the upper portion of their line, are finally and advantageously settled, and a very considerable saving will thus be effected in the execution of the works, as compared with those authorised by the original Act. The notice required by the Act for declaring to the Brighton Company the intention of purchasing one-half of that part of their line which lies between Croydon and Redstone Hill has been given.

On the state of the works now in progress and about to be commenced, the directors beg to refer the proprietors to a very interesting report on the whole line of railway by Mr. Cubitt, the engineer in chief to the company. The new junction line has been set out; the greater part of the landowners are agreed with; a portion of the land has been purchased, and arrangements are proceeding for the purchase of the residue. The directors are fully alive to the importance of opening the line to Tunbridge simultaneously with the opening of the upper portion of the Brighton line; and with this view they have determined to put this new portion of the line into operation at the earliest possible moment. Every attention will, therefore, be given to urge forward these important works with as much dispatch as possible; and the directors will take care that no unnecessary delay shall impede the due progress of those which are already in hand. The directors have the satisfaction to state, that the forfeited shares referred to in their last report, having been disposed of, the register is complete to the full amount of the capital required by the Act of Incorporation.

The whole amount due to the company on the 1st of October last, up to which date the half-yearly accounts are made up, was 71,092l. This, by subsequent payments, has been reduced to 66,265l.; of this latter sum the directors have reason to believe that a large portion will be paid before the end of the present year; but should any part thereof be ultimately found irrecoverable, those cases will, when the proper time arrives, be laid before the proprietors.

Steps have been taken by the directors, under the seventh resolution of the meeting in May last, and in consequence thereof, the amount in some measure been reduced. The duty thus cast on the directors they have endeavored to discharge with strict impartiality to all parties. The state of the accounts, up to the 1st of October last, shows a balance of 23,821l. 10s. 11d. at the disposal of the company.

The effect of the clause in the amended Act of the last session, authorising the payment of interest on the calls from a stated period, has been fully explained by the circular sent to each proprietor in the month of July last. It remains, therefore, only for the directors to state, that warrants for payment of the interest due on the 31st ult., will be issued in the course of the ensuing week to all proprietors entitled to the same. The interest in future will be paid half-yearly.

CHESTER AND CREWE RAILWAY.

On Monday, the 18th inst., the half-yearly meeting of the proprietors of this company was held at the Royal Hotel, Chester. The meeting was very thinly attended; thus showing, that notwithstanding the recent hostility of certain parties to the amalgamation scheme with the Grand Junction Company, the great confidence reposed in the directors. JOHN UNICOMB, Esq. (chairman of the board of directors), in the chair.

The following report of the directors was submitted:—

REPORT.

The directors have to report to the half-yearly meeting of the proprietors, that the works on the line are proceeding in a satisfactory manner, although considerable delay has been caused by the unusually wet weather, during a period of the year in which they had calculated that the greatest progress would have been made. It is to this cause that any delay in the completion of the works is to be attributed. The directors consider that, under the circumstances, the report of the engineer shows a satisfactory account of the works, and they expect the line will be open to the public soon after the time originally proposed.

An arrangement has been entered into (waiting, of course, the ratification of Parliament) with the Grand Junction Railway Company, for an amalgamation of the two companies. The proprietors have been made fully acquainted with the terms of the arrangement, both by circular and at a special meeting, held to take the matter into consideration. The question was there fully discussed, and the proposal submitted to the meeting by the directors was sanctioned by a large majority. There was, however, considerable opposition shown to it by some proprietors present, but the directors have reason to believe that many gentlemen who then dissented from the measure are not disposed to continue hostile to it, and they have reason to hope that the arrangement, which they consider advantageous to the company, will be completed without further opposition.

The accounts, made up to the 30th September last, are laid on the table for the inspection of the proprietors, and will be published with this report if approved of and adopted.

The treasurer's report was then read, of which the following is the summary:—

Total amount received on calls	£131,000 0 0
Do for interest	1,150 10 9
Do for land and mortgage	1,930 0 0
Total disbursements	£130,954 8 8
Balance	3,934 14 1
	£133,088 10 9

The sums advanced on loan amount to about £19,000.

Mr. WHITE (of Sutton), moved, and Mr. SPURRY (of Chester), seconded the adoption of the reports, and that they be printed and circulated amongst the proprietors.

The CHAIRMAN explained that the accounts were made up to the 30th of September, and since that time considerable arrears of calls had been paid in. An additional sum had also been borrowed on mortgage.—We understood him to say that the amount of calls paid since the special meeting was from 30,000l. to 40,000l.

The Rev. Mr. LYONS asked if the balance in hand was now as much as stated in the report?—The CHAIRMAN replied in the negative. The demands on the company had been very heavy on account of the contract, and from the desire of the directors to advance the railway as fast as possible towards completion. In answer to further questions, he stated that the calls were now better paid up, because since the agitation of the amalgamation, great numbers of shares had not only risen in value, but had got into better and more responsible hands. In fact, nothing like the amount would have been paid but for the amalgamation.

Mr. LYONS wished to know if another call would be made soon?—Mr. WARDLE said that depended on circumstances, that is, on the extent of the loans the directors could obtain.

The CHAIRMAN said that money in the shape of loan came gradually in, but not in large sums. Still everything showed increased confidence in the undertaking since the special meeting.

Mr. WARDLE remarked when once the two companies were dovetailed together, they would be able to raise the required amount in loans.

Some other desultory conversation transpired, but of no importance, and the meeting separated.—*Chester Chronicle.*

NORWICH UNION LIFE ASSURANCE.

A meeting of the shareholders of this society was convened on Friday, the 22d inst., at the Crown and Anchor Tavern, in order to receive the report of the committee appointed to consider the state of the society's affairs, and for other purposes.

The report, which was presented by Mr. Pontifex (chairman of the reporting committee), embodied some very serious charges against Mr. Bignold and the directors of the company (one of whom, by the way, was stigmatised as being nothing more than a dancing master); and it also exhibited the great discrepancy which existed between the statement furnished by the officers of the society of the assets, and that which was drawn up by the examiners appointed to calculate the real value of the securities and funds of which the property of the Norwich Union is composed.—After considerable discussion Mr. WELLS (a barrister) proposed an amendment, to the purpose that the meeting feel thankful to the London committee and the examiners for their exertions, but that they were of opinion an amicable arrangement would be best calculated to avoid endless litigation, which would inevitably lead to the destruction of the Norwich

Union-office, and the loss of the assureds, which was ultimately unanimously carried.

After some further discussion, respecting the necessity which existed that all who had attended the present meeting should repair to Norwich on the 26th inst., to be present at the great assemblage to be held there, thanks were voted to the chairman, and the policy holders dispersed.

THE HARTLEPOOL AND DURHAM SHIPPING COMPANY.

The general annual meeting of this company was held at the King's Head Hotel, in Hartlepool, on Tuesday last, and a dividend of 9 per cent. for the half-year declared. After the business of the company was transacted, the worthy chairman proposed that, in consequence of Mr. Rowell's efficient services in Hartlepool, on behalf of the interest in the town in general, and particularly of that shipping company in which they had received such benefit, a subscription be immediately entered into to purchase a piece of plate to be presented to him, which proposal was immediately responded to; and to all parties to subscribe, the amount is not to exceed 5s. from each shareholder.

FOREIGN EXTRACTS.

NEW METHOD OF DETERMINING THE CARBON CONTAINED IN CAST-IRON AND STEEL.

BY M. V. REGNAULT, ENGINEER OF MINES.

The determination of carbon contained in cast-iron is easily accomplished, and with great exactness by the following proceeding:—You take five grains of cast-iron, reduced to filings when the cast-iron is soft, or pulverised in a mortar when it is brittle, and mix it with sixty to eighty grains of chromate of potash, melted previously. You take away about a third or fourth of this mixture, and put it aside. To the remainder you add five grains of chlorate of potash, which contain the quantity of oxygen required to change the iron into peroxide; afterwards you introduce the threefold mixture into a tube of glass, similar to those for organic analyses, but which may be much shorter. Afterwards you add to this the portion of the mixture of cast-iron and chromate of lead, which had been put aside. Lastly, you adapt to the tube the common Liebig apparatus, for the analysis of organic substances.

The portion of the tube containing the mixture without chlorate is heated, and when it is red-hot you begin to heat that part which contains the chlorate, and the fire thus is advanced successively, in proportion as the disengagement of gas diminishes. By this proceeding the cast-iron at first burns completely by the oxygen of the chromate, and only a small quantity of this gas escapes through the tube. Afterwards, the temperature becoming higher, combustion is finished by the chromate of lead, which, in melting, oxydizes the last portions of cast-iron. It is convenient to envelope the tube with a sheet of copper, because at the end it is necessary to heat it very strongly in order to obtain a complete fusion of the chromate.

The oxydation of the cast-iron is complete, as you may assure yourself, by grinding, after the combustion, the matter contained in the tube—not a particle of matter remaining which is attracted by the loadstone. The analysis is so easy that the whole proceeding is finished in less than half an hour.

Of the perfect concordance of the results we may judge from the three following analyses, made on the same grey cast-iron obtained by the hot air process:—

1. Five grains have produced 0.582 of carbonic acid.
2. Five ditto ditto 0.585 "
3. Five ditto ditto 0.588 "

Carbon, therefore, 1st, 3.22; 2d, 3.23; 3d, 3.25. When the cast-iron contains sulphur not a trace of sulphuric acid is disengaged, all the sulphur remaining in the tube in the state of sulphate of lead. I assured myself of it by producing the combustion of the sulphuretted iron. With the chromate of lead alone not all the carbon is obtained; the chromate, by losing much oxygen, becomes less fusible, and the oxydation penetrates with difficulty to the centre of the grains of a somewhat thick cast iron.—*Annales de Chimie.*

DESCRIPTION OF THE REVERBERATORY FURNACE AND THE BALLING FURNACE, USED FOR THE FABRICATION OF IRON IN BARS, AFTER THE METHOD FOLLOWED IN CHAMPAGNE.

The Champagne method, as it is termed, is employed for refining cast-iron, and makes use of a puddling-furnace, of which the following is a description:—

1. The puddling-furnace is a reverberatory furnace, with two working doors, placed on the same side, and also provided with a little hearth, serving for heating the iron before the refining, and during the latter operation; it is always best obtained with charcoal, which they treat in this manner, and which has undergone no preparation before it is delivered to the puddlers.

2. The furnace, which serves for the balling or reheating the lumps, is only the old refinery appropriated to this new object, and disposed in such a way, that while one lump of iron is brought to a white heat in the melting-pot, other lumps begin to heat, by means of the stream of flame which the pit-coal produces, and which envelopes them when they come out from the furnace.

However, very frequently, and principally in the great smelting-works of Champagne, the greater number of lumps are rolled after they have been shingled—that is to say, without heating them again, and while they are still very hot. The advantage of this proceeding consists in diminishing the consumption of vegetable combustibles, in the fabrication of iron, and will soon be substituted for the old mode of refining in all localities where pit-coal may be procured.

M. Danelle, proprietor of the fine smelting-works of the Buisson and the Châtelier, invented, about eighteen months since, a means of reducing still further the quantity of coal consumed in the puddling-furnace. The following results, which he has transmitted to us, are the averages for the last months of 1838, and must be considered as the most advantageous yet obtained:—

In October, in one puddling-furnace, they fabricated 96,990 kilog. of bar-iron, consuming, for 1040 kilog. of this iron, 1070 of pig-iron, and 540 kilog. of coal.

In November, the fabrication was 97,932 kilog. of bar-iron, and the consumption 1073 kilog. of pig-iron, and 535 kilog. of coal again for 1040 kilog.

In December, he obtained 95,004 kilog. of bar-iron, consuming 1080 kilog. of pig-iron, and 532 kilog. of coal for 1040 kilog.*

M. Danelle adds, that the consumption of coal was, however, a little forced. At the balling-furnace they consumed, in an average for four months, 580 kilog. of coal for the fabrication of 1040 kilog. of iron in bars. The combustible brought from Saarbrück, comes to 55francs 1000 kilog.—that which is taken from Gray to 62 or 63 francs.

[If we reduce these consumptions to 1000 kilog. of masses and bars of iron fabricated, we find that the number is 514 kilog., 40 for that which takes place in the puddling-furnace, and 557 kilog. in the forge fire.]

In admitting, for the operations of the fabrication of bars and their rolling, the most common loss, we shall find, that the total quantity of coal burned for the fabrication of 1000 kilog. of iron in bars is, in Champagne, 1035 kilog.—*Annales des Mines.*

* The loss of the cast-iron seems to be very small, but we give the results as they were transmitted to us. It often happens that, in puddling-furnaces, the addition of ends of bars, in considerable quantities, often diminishes very much the loss which would have taken place, if they only worked the rough pig metal.

IMPROVEMENT OF WROUGHT-IRON DURING THE PUDDLING PROCESS.

One of the best methods for the improvement of iron during the process of puddling is as follows:—It is well known that the ore contains large quantities of sulphur, arsenic, phosphorus, &c., and therefore it has been found that the employment of the following mixture exceedingly ameliorates the quality of the metal, if the same be employed during the process; viz., thirty parts of common salt, fourteen ditto of manganese, five ditto of argillaceous clay, finely powdered and mixed together; to 100lbs. of iron ore add 1½lb. of this preparation, which must be divided into ten or twelve parts, and at intervals of one or two minutes be thrown upon the iron as equally as possible, when in a fluid state, and just previous to its commencing to cool.—*Inventors' Advocate.*

OLD GAS COMPANY.—Several shares in this company were sold by auction, on Friday evening, by Messrs. Bardwell and Son, for 37l. per share. We understand that shares have recently sold by private contract at 39l.—*Sheffield Iris.*

STEAM COMMUNICATION WITH INDIA.

The question of establishing a perfect system of steam communication with our East India possessions will, in all probability, engross a large share of attention during the ensuing session of Parliament. We are enabled to afford our readers some information as to what steps have been taken to promote this important object, from the appearance of two pamphlets on the subject (from the pen of Captain Barber, the agent to the New Bengal Steam Committee), published by Smith, Elder, and Co., of Cornhill. The title of one of these publications is "A Statement of Facts relating to Steam Communication with India on the Comprehensive Plan;" and of the other "The Court of Directors of the East India Company, &c. her Majesty's Ministers, the Resolutions of the House of Commons, and the Public of India and England, as regards the Plan of Steam Communication between the two Empires." These pamphlets will be found to possess peculiar interest at the present time, and we would recommend their perusal to all, who, from their position or connections, would be affected by the establishment of a steam communication with India.

Captain Barber furnishes very ample details of the comprehensive plan which he recommends, and of the success of which there hardly appears to be a doubt. It appears from his statements that since the appointment of the committee of the House of Commons in June, 1834, little, if anything, has been done to accelerate the communication between this country and India. The committee in question acknowledged in their report the great importance of the subject both to Great Britain and to India, and recommended that measures should be immediately taken for the regular establishment of steam communication with India by the Red Sea. Great exertions were made by parties in England and India to carry out the object recommended, and in 1836 a company was formed, including the names of the most respectable and influential firms in London, for the purpose of establishing a monthly line of steam packets between England and the three presidencies. At this period the East India Company agreed to establish a line of packets from Suez to Bombay, a distance of three thousand miles, and accordingly four steam-boats were placed on the station between Suez and Bombay only, the mails and dispatches being carried overland, as heretofore, from the latter presidency to Madras and Calcutta. This imperfect arrangement was made at a cost to the government and the natives of India of 115,275l. per annum; but subsequent experience proved the total unsuitability of this establishment to effect the object intended, the communication being altogether inadequate for commercial and social purposes.

Under these circumstances, the East India Company having declined to improve the system, a public meeting was held in London on the 12th of October, 1838, when another company was formed, with the view of establishing a monthly communication with India for the conveyance of letters, newspapers, and passengers. The plan submitted to the members of her Majesty's Government, and by them approved of, was to place three steam ships between London and Alexandria, each of 2000 tons burthen and 500 horse power, and a sufficient number of the same size and power between Suez, Bombay, Ceylon, Madras, and Calcutta, which would convey direct to those places, not only letters but passengers, parcels of all kinds, and the dispatches of government and the East India Company, however bulky, in forty-five days from London to Calcutta. By this means a saving of 2s. 6d. in the carriage of single letters would be effected, and the company would guarantee the conveyance of passengers at a charge of 130l. to Calcutta, the extreme point of communication, in forty-five days, the passage occupying, by the present tedious and uncertain system, sixty-eight days, at a charge of 240l., exclusive of the cost of sending their baggage by some other route. To carry this plan into effect, the projectors have requested from the Crown and the East India Company a contract for a limited period, and an annual payment of 100,000l., for which sum they would engage to convey the mails and dispatches from England to all the presidencies in India; the present communication, it will be recollected, occupying on an average sixty-eight days, and costing the Government and the East India Company upwards of 115,000l. per annum. The East India Company, notwithstanding the manifest advantage of the plan recommended, has hitherto declined to co-operate with her Majesty's Government, by accepting the tender that had been made to them; although it has been proved that in consequence of the non-arrival in due course of three consecutive mails, in October, 1838, severe loss was suffered by British merchants, who had written by the overland mail, transmitting orders for insurance, but which orders, under the company's present system of management, had never arrived.

Should the present comprehensive plan be carried into effect, the communication might in time be still further extended, without much additional expense, to the Mauritius, the Straits, China, and Australia. Of the practicability of the measure recommended, its projectors have not the slightest doubt; and when the immense population of India is taken into account, the value of its products, and the wide field which it presents for the extension of our trade, a powerful motive is afforded to the British merchant and manufacturer to embark in an enterprise which holds out advantages of so important a character.

The inhabitants of Liverpool, Manchester, Glasgow, Bristol, Birmingham, and the other manufacturing towns throughout the kingdom, are deeply interested in this matter; and now that steam communication has been established, and most successfully, with America, and that a line of packets will shortly run between this country and the West Indies, it would be absurd to suppose that our valuable and extensive possessions in the east can continue much longer deprived of the commercial and social benefits which a regular and effective system of steam communication are calculated to confer.—*Midland Counties Herald.*

ADMIRAL BULLEN'S MINERS' SAFETY NET.

The following letter has been addressed to the Editor of the *Mechanics' Magazine*, but we fear the suggestions are of little or no practical value; still, as bearing on a subject of interest at the present moment, we insert them in our columns. A thoroughly good rope, properly applied, and frequently examined, is, in our opinion, the best protection the miner can have:—

SIR,—The dreadful catastrophe that happened very lately in one of the coal pits at Radstock, from the breaking of the rope by which the men descend and ascend the pit, has induced me to consider seriously what means might be used that would be likely to prevent the repetition of similar melancholy accidents, and I send you the result of my reflections. My plan is as follows:—Instead of one rope by which the men descend and ascend the pit, I would recommend two, both of equal size and strength; one I would call the working rope, to which the hooks and other contrivances are fixed, for the men to sit on as they descend and ascend the pit; the other rope I would call the safety rope, and to which I attach a net bag, made of suitable strong rope and large meshes; this bag should envelope the men as they sit on the hooks, and are suspended by the working rope. Now, should the working rope break, the men would be received into the net, and saved from being precipitated down the shaft. These ropes should be tied together at proper distances, that they may both work parallel in the groove of the large sheave or roller that is fixed over the pit's mouth. The safety rope may work for years, as there is no strain and little chafing on it; but the working rope gets weaker every day, and at last separates, perhaps with destruction of human life and limbs.

If you think my contrivance at all worthy the notice of the public, I beg you will give it insertion. I am, Sir, your humble servant, Bath, Nov. 13. JOSEPH BULLEN, Rear-Admiral.

DREADFUL COAL-PIT ACCIDENT.—On Friday morning, the 15th inst., as four men, Henry Kent, John Hesp, John Harvey, and William Taylor, were descending a coal-pit shaft, situate at Swadincote, in Derbyshire, the chain broke, and precipitated them to the bottom, a depth of 150 yards. A wooden scaffold had been erected across the shaft, towards the bottom, for the purpose of getting a shallower coal, but such was the violence of the fall that the scaffold gave way before it. There is a considerable quantity of water at the bottom of the shaft, and although assistance was at hand the bodies of the unfortunate men were not recovered until late in the afternoon. They presented a horrible spectacle. All were dreadfully mutilated, but one was literally crushed to pieces. An inquest was held on the bodies on Monday last. The jury proceeded to the colliery, and inspected the chain minutely, and after a protracted examination of witnesses, came to the conclusion that the chain was not so thoroughly efficient as it ought to have been. They, therefore, returned a verdict (that the deceased were killed by the accidental breaking of the chain, and imposed a deodand of 5l.—*Derby Mercury.*)

MINE ACCIDENTS.—A lamentable accident happened at Tredegar, on Tuesday night, when W. Jones, aged 31, was killed in the coal-works.—On the following morning, a man was shattered in a shocking manner by falling into one of the pits at the same place.

MACHINE FOR MAKING BRICKS.—A machine has been lately introduced on the extensive works of James Hunt, Esq., of Rowden-hill, near Chippingham, for making bricks, which has excited much curiosity. The cylinders revolve about once a minute, making, in the course of each revolution, about thirty-two bricks.—*Thames Journal.*

STEEL DEARER THAN GOLD.—Steel may be made three hundred times dearer than standard gold, weight for weight; six steel pendulums, weight one grain, cost 7s. 6d. each.—2s. 5s.; one grain of gold only 2d.

RAILWAY INTELLIGENCE.

BRISTOL AND EXETER RAILWAY.—We have been informed that at a meeting of the shareholders who had signed the memorial to the directors on various points connected with the management of the undertaking, and which meeting was attended by Mr. Brunel, that gentleman having entered into an exposition of his plans, &c., the meeting was satisfied with their soundness, and separated with a determination to repose confidence in the directors.—*Bristol Mercury.*

LONDON AND BRIGHTON RAILWAY.—The Shoreham branch of this railway is now advanced within three-quarters of a mile of Shoreham, and the work is proceeding with great dispatch. At the Brighton end the permanent rails are laid down to the entrance of the tunnel; the tunnel itself is completed; and we are authorized to state that the engine will make her first journey through it, weather permitting, on Monday next.—*Brighton Gazette.*

STOCKPORT VIADUCT RAILWAY.—Eight of the twenty-two centres for the arches for this stupendous undertaking being now formed, and five of them being turned and completed, the work of striking the centres has been commenced, in order that the timber may be made available for the continuation of the viaduct, as the arch over Heaton-lane (the ninth) will be formed from the timber of the first principal arch. The first stone of the pier of the river arch (the twelfth) on the Cheshire side is expected to be laid next week—that on the Lancashire side being nearly completed.

ULSTER RAILWAY.—On Thursday the directors of this company met to consider the various tenders which had been sent in for continuing the line from Lisburn to Portadown; and, after an attentive consideration of the proposals made, that of Mr. Dargan was accepted, and he was accordingly declared to be the contractor. The work, we understand, will be proceeded with immediately.—*Belfast News-Letter.*

MANCHESTER AND BIRMINGHAM EXTENSION RAILWAY.—A report prevails that the directors of this projected railway and the Grand Junction Railway Company have come to terms; and that it has been decided to abandon altogether the formation of the Extension Line. This report, we believe, is somewhat premature, although it is not denied that the directors of the two companies are in process of negotiation on the subject. We have, however, been given to understand that there is no intention to abandon the Extension Line, and the publication of the usual notices for another application to Parliament, appears to confirm that opinion. That a vigilant eye is kept upon the proceedings of the parties is evident, from the notice of Alderman Copeland, M.P., who, with his usual anxiety for the interest of the Staffordshire Potteries, has, it will be seen, invited a meeting of the inhabitants of that district, to consider what steps ought to be taken in order to enforce the provisions of the Act already passed for the formation of a railway from Manchester, through the Potteries, to Cheesey, in this county.—*Staffordshire Advertiser.*

RAILWAY AND COACH TRAVELLING.—A train of coaches, about eighty tons, and transporting 230 passengers, with their luggage, has been taken from Liverpool to Birmingham, and back from Birmingham to Liverpool, the trip each way taking about four hours, stoppages included. The distance between these places by the railway is ninety-five miles. This double journey of 190 miles is effected by the mechanical force produced in the combustion of a quarter of a ton of coke, the value of which is 6s. To carry the same number of passengers daily between the same places by stage coaches, on a common road, would require twenty coaches, and an establishment of 3800 horses, with which the journey in each direction would be performed in about twelve hours, stoppages included.—*Lancaster and the Steam-Engine.*

THE BLESSINGS OF STEAM.—The steam navigation of the Atlantic in twelve days, in opposition to the predictions of some of our ablest engineers, and the rapid extension of railway communication through every part of England, are two of the most striking instances of the triumph of the scientific arts, and of the blessings which these arts confer upon the community. London and Edinburgh will speedily be brought within less than a day of each other. The luxuries and benefits which characterise each spot of the island, will be concentrated within the reach of all; and, in this abridgement of space and time, the whole habits of our social being will suffer a corresponding change. The mutual affections and mutual interests of individuals, as well as of communities, will be brought within the sphere of their mutual actions. New occupations will be held out to the industrious; new and better pursuits to the idle; and fresh objects of sympathy to the benevolent. We shall thus see more of our own country, and know more of our fellow-citizens—of their opinions, their feelings, their sufferings, and their aspirations; and, in thus becoming better acquainted with the lot of others, we shall learn to be better content with our own. If famine should light upon any corner of the land, the commissariat of more fortunate districts will speedily arrive with abundance. If pestilence should waste it, the genius of humanity will be quickly summoned to its relief. If insurrection should alarm it, the arm of justice and of law will soon be at the rescue. The concentration of space and time, in short, will add to the security, the wealth, and the grandeur of the nation.—*Edinburgh Review.*

FOREIGN MANUFACTURES.—A correspondent of the *Morning Chronicle* of Tuesday says, "I wish you could see a lot of German cutlery and hardware which has been examined at the Custom-house to-day. Their near approach to English manufacture, and the low price at which they can be rendered, make one tremble for Birmingham and Sheffield."

NATIONAL BANK OF IRELAND.—A branch of this bank was opened in Banagher on the 14th inst., under the management of John Martin, Esq.—*Dublin Pilot.*

SALE OF BLACK TIN.

Black Tin sampled on the 15th, and sold at Redruth, on the 19th of November.

Mines.	Tons.	Total.	Price.	Each parcel.	Total amount.	Purchasers.
Charlestown U. M.	17	44 15 0	745 5 0			Treloweth
.....	5	42 7 6	211 17 6			Trelisack.
.....	124	40 2 6	491 10 6			Trethellan.
.....	40	29 12 6	125 18 1			Angarrack.
.....	34	21 2 6	68 13 1			.....
	418				1658 14 2	
Wheat Rodnick	5	42 2 6	240 12 6			Trethellan
.....	5	46 0 0	280 0 0			Trelisack.
.....	10	43 5 0	432 10 0			Angarrack.
.....	4	43 2 6	172 10 0			Trethellan.
	24				1075 12 6	
Carnon	114	52 10 0	603 15 0			Treloweth.
.....	84	43 2 6	366 11 3			Trethellan.
.....	1	45 2 6	45 2 6			.....
	21				1613 8 9	
Wheat Kitty.....	11	43 0 0	475 0 0			Trethellan.
.....	34	39 17 6	219 6 3			.....
.....	14	40 0 0	60 7 6			.....
.....	11	40 2 6	30 3 1			Treloweth.
.....	8	33 0 0	24 15 6			Angarrack.
	20				827 11 10	
Timcroft.....	13	43 17 6	567 7 6			Treloweth
.....	4	37 12 6	150 10 0			Angarrack.
.....	2	38 15 0	77 10 0			Trethellan
	19				785 7 6	
Folgoeth	14	45 0 0	633 0 0			Trethellan
.....	2	42 0 0	84 0 0			Angarrack.
	16				714 0 0	
Folbreen	104	46 0 0	483 0 0			Treloweth
.....	14	40 5 0	60 7 6			Angarrack.
	12				543 7 6	
Folberro	34	43 10 0	152 5 0			Angarrack.
.....	24	44 10 0	111 5 0			.....
.....	18	42 7 6	63 11 3			Treloweth
.....	1	42 10 0	47 10 0			.....
.....	1	42 5 0	47 5 0			.....
.....	14	44 17 6	56 1 10			Angarrack.
	108				467 18 1	
Rosewall Hill	10	46 17 6	...			459 13 0
						Angarrack.
St. Endor Consols	64	44 7 6	288 8 9			Treloweth.
.....	22	41 2 6	113 1 10			Angarrack.
	91				401 10 7	
Foldice	44	41 2 6	180 1 3			Treloweth.
.....	18	37 5 0	34 1 3			Angarrack.
.....	1	35 0 0	33 0 0			Treloweth.
.....	8	37 12 6	30 14 4			Angarrack.
.....	14	24 7 6	12 3 9			.....
	8				285 0 7	
Wheat Unity Wood	2	36 15 0	...			73 10 0
						Trethellan.
	1902				8314 15 6	

JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid.	Price.	Dividend per share.	Rate of Interest.
25,000	Agric. & Com. of Irel.	25	10	—	—	—
5,000	Australasia	10	40	614	8	Jan
1,500,000	Bank of Scotland	100	824	178	6	Oct
10,000	Birmingham Bank	50	20	210	16	Dec
100,000	British Linen Co.	100	100	—	—	Dec
20,000	British North Amer.	50	25	577	7	Jan
100,000	Commercial	5	5	—	—	—
20,000	Colonial	100	25	269	5	Jan
5,000	Devon and Cornwall	100	25	45	8	—
5,000	Equitable Loan Co.	—	9	10	—	—
10,000	Foreign Banking Co.	3	3	9	—	—
2,000,000	Glasgow Union	250	50	65	7	Dec
10,000	Gloucestershire	50	10	25	10	Feb
6,000	Hampshire	50	5	—	10	Aug
10,000	Hibernian	100	25	21	4	Aug
3,000	Devon & Cornwall	100	20	21	—	Mar
30,000	London & Westmins.	100	20	21	—	Mar
3,000	Lancaster	100	20	—	10	Aug
25,000	Liverpool	100	10	232	10	July
60,000	Land Joint Stock Co.	50	10	112	5	Jan
80,000	Manch. & Liver. Dis.	100	13	12	27	Mar
20,000	Manchester	100	25	47	7	Oct

20,000 North & South Wales	10	5	10	6	—
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10,000	Nat. Bank of Ireland	30	17	1	5	
10,000	Nat. Provincial Engi.	100	15	34	5	Jan
10,000	Ditto New	20	19	9	4	
80,000	Nor. & Cent. B. of Eng.	10	19	2	5	Dec
10,000	North Wilts.	25	5	102	8	
20,000	Prov. Bk. of Ireland	100	23	43	8	July
4,000	Ditto New	10	10	172	5	
2,000,000	Royal of Scotland	100	109	163	6	
7,000	South African	..	5	..	..
20,000	S. of Ireland, Cork	25	5	5	..	

100 W. of Eng. & S. W. Dis	20	124	12	5
100 Wilts and Dorset	15	71	71	4

GAS LIGHT AND COKE COMPANIES			
0,000 Alliance.....	10	5	..
2,500 Bath.....	20	16	22 1/2 Sept
600 Bradford.....	20	16	22 1/2 10
5,000 British.....	18	21	11 May
5,000 Do. Provincial.....	20	19	23 11 Nov
925 Birmingham.....	77 1/2	80	4 Sept
2,000 Birm. & Staffordshire.....	40	50	73 4
600 Brentford.....	50	60	18 4 Feb.
4,250 Bristol.....	50	50	36 2 Feb.
1,000 Brighton.....	20	20	10 1/2 Sept
750 Do. New.....	20	18	9 24
2,471 Brighton, General.....	20	20	10 1/2 Nov
1,000 Do. Victoria.....	25	25	..
600 Continental.....	72 1/2	72 1/2	10 1/2 July
240 Canterbury.....	50	50	55 9 Jan.
700 Chelmsford.....	50	50	42 4 Dec.
300 Cheltenham.....	50	50	75 8 Oct.
1,000 City of London.....	100	100	195 10 Sept.
1,000 Do. New.....	100	75	114 6 Dec.
200 Coventry.....	25	25	..
290 Derby.....	50	50	..
180 Dover.....	50	50	..
600 Dudley.....	20	20	17 5
5,500 Edinburgh Coal Gas.....	25	25	..
Edinburgh and Alloa.....	14	..	..
240 Exeter.....	50	50	..
1,000 Equitable.....	50	50	26 3 June
1,000 Farnham.....	20	15	.. Aug.
4,500 Glasgow.....	35	35	84 10
1,000 Greenwich Railway Gas.....	20	20	..

Imperial.....	50	50	53	5
Do. Bonds.....	100	100	..	4

800	Ipswich	—	10	—	—	—
800	Isle of Thaut	25	20	18	5	Aug.
350	Independent	30	30	50	6	Oct.
240	Leicester	50	50	—	—	—
750	Leith Coal Gas.	20	20	—	—	—
500	Liverpool	242	242	360	2	—
	Do. N. Gas and Coke	100	100	37	—	—
	Do. (New Do.)	—	60	—	—	—
200	Maldstone	50	50	100	10	Feb.
900	Phoenix	50	39	394	4	June
579	Portsea	—	53	—	—	—
304	Poplar	50	50	—	—	—

Lochdale	11	13	11	11
South Metropolitan	11	11	11	11

600	South Metropolitan	50	22	19	4	July
600	Sheffield	50	16	—	—	—
600	Shrewsbury	50	10	—	—	—
120	Swansea	50	50	—	—	—
200	United General	50	46	36	5	Jan.
240	Warwick	50	50	50	5	Jan.
400	Wakefield	25	25	25	14	Jan.
730	Warrington	20	20	20	1	Oct.
900	Westminster Chartered	50	50	57	3	Dec.
300	Ditto New	50	10	1	12s	Dec.

armouth.....				
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DOCKS.						
1065 Commercial.....	160	100	664	3	July	
East and West India Stock.....	160	100	107	..	Jan.	
1638 East Country.....	100	100	10			
8,5105 ss.-10 London. Stk			644	23	Dec.	
Ditto Bonds			100	4		
2,299 Bristol	147	147	74	219	Dec.	
3,324 Ditto Notes			113	5	Nov.	
756 Folkestone Harbour	50	50				
1000 Ditto Bonds				5		
1000 Grand Collier Docks	50	1				
2,287 St. Katharine's Stock	100	100				

Ditto Bonds.....	101	4	Oct
Do. Bonds for 10 years			101	4	Oct

500 Deptford Pier	20	3	11	Oct.
Southampton	56	5	27	—

BRIDGES.				
90 Hammersmith	56	80	22	1s Jan
11 Southwark w. new sub.	634	834	22	—
90 Do. New of 74 per cent.	50	50	11	12 Dec.
98 Vauxhall	704	704	254	19s Dec.
100 Waterloo	100	160	3	—
90 Do. old Annies of 81.	60	60	21	22s Feb.
100 Do. new of 71	40	40	214	19s3 Feb.
90 Ditto Bonds	—	—	120	—

WATER WORKS.				
Birmingham	25	25	20	10s —
Colchester	100	100	—	—
East London	100	100	162	6 Jan.
Glasgow	80	80	—	—
—	—	—	—	—
—	—	—	—	—

Edinburgh Joint Stock	25	25	—
	100	100	454	9	100

Liverpool	100	70	30g	7	Jan.
New River Lond. Bridge	220	220	32g	10	Jan.
Water Annuities	—	—	62	24	Oct.
Manchester & Salford ..	100	50	50g	24	Mar.
Portsea Island	50	50	—	—	—
Ports-mouth & Farington	50	50	21	1	—
Wexham, late S. Lond.	10	8	10	—	—
West Middlesex	100	100	104	44	Oct.
Wentham, late S. Lond.	62g	62g	100	44	Dec.
York Building Co. L. P.	100	100	50	14	Oct.

ROADS.

3. Atherton & Kent Tn.	30	30	—	1	187
0. Barking	100	100	22g	1g	187
6. Commercial	100	100	75	5	187
6. Do. East India Dock Br.	100	100	3	3	187
2. Great Dover Str.	—	70	—	1g	187
8. Highgate Archway	100	100	2	—	—
24. New North Rd. Stock	100	100	8	—	—

LITERARY INSTITUTIONS.

Adelaide Gal. of Science ..	50	—	—	—	—
London, W. Bronze Tech.	75	75	17	—	—
London University	100	100	8	—	—
Rugby	25	25	8	—	—
King's College	120	120	1g	—	—

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